





## INTIMATIONS

## MOUTRIE PIANOS

HAVE ESTABLISHED  
an unequalled reputation for tone, touch,  
artistic construction and lasting qualities.

## GUARANTEE

FIVE YEARS.

CASH OR EASY TERMS.

## MOUTRIE'S.

[39-2]

## THEATRE ROYAL.

MAURICE E. BANDMAN PRESENTS  
THE

NEW BANDMAN OPERA &amp; COMEDY CO.

TO-NIGHT! TO-NIGHT!!

TUESDAY, JULY 18th.

From the Shaftesbury Theatre,

"THE CINEMA STAR."

WEDNESDAY, JULY 19th: James Welch's Greatest Success,

"OH! I SAY!"

THURSDAY, JULY 20th: The New and Revised Version,

"A COUNTRY GIRL."

FRIDAY, JULY 21st: From the Royalty Theatre,

"THE MAN WHO STAYED AT HOME."

SATURDAY, JULY 22nd: GRAND VARIETY ENTERTAINMENT.

The Evergreen Record Breaker,

"THE BELLE OF NEW YORK."

BOOKING AT MOUTRIE'S. PRICES: \$1.50, \$3, \$2 AND \$1.  
Hongkong, 18th July, 1916.

## "AMUSEMENT WITHOUT DISCOMFORT"

SEE THE

PALISADE  
OUT-OF-DOOR-PICTURES

LOCATION NEAR POST OFFICE, KOWLOON.

## PROGRAMME TO-NIGHT!

THE LOST WILL (A Thrilling Drama) 3 parts.  
THE BLIND MAN (A Splendid Drama in 3 parts).  
MILAN (Scene).  
A NOISE FROM THE DEEP (Keystone Comic, A screen from start to finish).  
PIRACY OF A DUCKLING (Interesting and Amusing).  
HARRY'S GAZETTE, etc., etc.

## BAND NIGHT ON WEDNESDAY.

POPULAR PRICES: \$1, 60 Cents and 30 Cents.

Soldiers and Sailors in uniform 30 Cents.

Hongkong, 18th July, 1916.

## BEER!



ASAHI!

SAPPORO!



OBTAINABLE EVERYWHERE

SOLE AGENTS:

MITSU RUSSAN KAISHA  
HONGKONG  
100, HONG STREET, TEL. 239-155.

## JUST LANDED:

A SUPPLY OF



CALDBECK,  
MACGREGOR & CO.

SOLE AGENTS,

15, QUEEN'S ROAD CENTRAL.

## HONGKONG WAR CHARITIES.

## SUBSCRIPTION LIST NO. 6.

Mr. Ho Wing (Hut Fund) .....	50.00
Mr. W. G. Law (Monthly Sub- scription) Swatow .....	20.00
Mr. F. K. Brownrigg (Monthly Subscription) Swatow .....	5.00
Mr. T. Cary Ramsey (Monthly Subscription) Swatow .....	5.00
Mr. F. D. Bissaker (Monthly Subscription) Swatow .....	10.00
Mr. F. Barker (Monthly Sub- scription) Swatow .....	10.00
Mr. F. H. Fisher (Monthly Subscription) Swatow .....	5.00
Mr. T. J. Edwards (Monthly Subscription) Swatow .....	10.00
Mr. W. Howard (Monthly Subscription) Swatow .....	5.00
Mr. Goh Peck Iou (Swatow) .....	5.00
Staff—Messrs. A. S. Watson & Co., Ltd. (Monthly Subscrip- tion) .....	54.00
Taikoo Sugar Refining Co., Ltd. (Red Cross) .....	5,000.00
Zoroastrian Charity Funds .....	250.00
Staff—Messrs. Lane, Crawford & Co. (Monthly Subscrip- tion) .....	138.00
X.Y.Z. (Field Glasses) .....	75.00
F. A. B. .....	25.00
Mr. A. Anderson .....	5.00
Collected from bus at Blake Pier, Star Ferry Pier and Peak Tram Station .....	6.50
Anonymous .....	100.00
Anonymous .....	200.00
Rev. T. W. and Mrs. Scholes .....	25.00
Victoria British School .....	25.00
Messrs. Bradley & Co., Ltd. .....	1,000.00
Mr. J. A. Plummer .....	100.00
Anonymous .....	20.00
Mr. J. McGregor (May and June) .....	6.00
Mrs. J. McGregor (May and June) .....	4.00
Miss W. M. Gomes (May and June) .....	2.00
Our Little Bit Society (Month- ly Subscription) .....	50.00
B. and T. .....	20.00
Y.M.C.A. Hut Fund, contrib- uted by readers of "HONG- KONG DAILY PRESS" .....	1,152.00
Messrs. Benjamin & Potts .....	250.00
"Redden" .....	5.00
Mr. J. M. Castro Basto .....	200.00
Messrs. Botelho Brothers .....	250.00
Messrs. Silva Netto & Co. .....	500.00
Messrs. De Souza & Co. .....	500.00
Messrs. Noronha & Co. .....	500.00
Anonymous .....	100.00
Interest on current account to 30th June .....	840.70
Monthly Subscriptions .....	\$ 11,532.31
Already acknowledged .....	\$ 13,363.51
Less amount included twice in list .....	126,151.96
Total Subscriptions .....	\$130,415.77
Less payment as per separate statement .....	107,567.04
Balance in hand .....	\$ 31,847.83

N. J. STABE,  
Hon. Treasurer.

Hongkong, 17th July, 1916.

[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—In accordance with the Resolution passed by the Committee on the 14th instant, allocations have now been made and money remitted, as in the statement of the Hon. Treasurer attached. Earmarked sums in hand have in every case been included in the totals of the latest remittances under the proper headings. Yours faithfully,

E. R. HALLIFAX  
(Hon. Secretary,  
War Charities Committee).  
Secretariat for Chinese Affairs,  
Hongkong, 17th July, 1916.

## WAR CHARITIES FUND.

Statement of Payments  
Remitted to "H. & S. G. C."  
London, for the Hongkong  
Hospital for the Royal Fly-  
ing Corps, Allocated .....

Remitted as under:

Earmarked Subscriptions and  
Amounts Allocated.

Officers Families Fund:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Red Cross Society and Order  
of St. John of Jerusalem:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Belgian Relief Fund:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Soldiers' and Sailors' Fam-  
ilies' Association:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Royal Patriotic Fund:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Funds for Blinded Soldiers  
and Sailors:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Star and Garter Building  
Fund:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Y.M.C.A. Hut Fund:

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Earmarked previously re-  
mitted .....

Earmarked now remitted .....

Payments made locally

Regimental Funds of the  
Troops in the Garrison .....

Pine Fund .....

Earmarked .....

Allocated .....

(Continued on next Column.)

## CHINESE RE-EXPORTS OF

## SYNTHETIC INDIGO.

At the annual meeting of the National Association of Cotton Manufacturers, held in Boston, there was a general discussion of the dyestuffs situation as it has confronted American manufacturers since supplies from Germany were stopped at the beginning of the war. Two interesting facts were forthcoming as the discussion proceeded. One was that since the war stopped supplies of coal-tar dyes, there has been a larger use of natural dyes; and the other was the extent to which the United States drew on China for synthetic indigo, which had been imported by China from Germany before the war began. Since the war began, between three and four million pounds of synthetic indigo have been re-exported from China to the United States. In normal times the price was about 15 a pound; but China had to be paid so dearly to re-export these supplies, that the price of the indigo has ranged from 20 to \$1.30 a pound, and for the small remaining holdings China was now asking 32 a pound. In nearly all cases weights were enormously short by reason of drying out of moisture, but the indigo paste was correspondingly concentrated above 20 per cent. So-called Chinese indigo, a natural extract containing hardly over 2 per cent. of 3 per cent. indigotine, was described to the meeting as not safe to import.

LORD KITCHENER AND  
CHINESE PORCELAIN.

It is well-known that Lord Kitchener found relief in the study and admiration of Chinese porcelain. He had the eye of a mandarin for the rare beauties of the art of the East, and since the war his one relaxation was to absorb himself for an hour or so in the contemplation or discussion of some cherished piece. Experts found him full of knowledge and discernment, and he possessed two small "speech-blow" vases of amphora shape as fine as any prizes in the Morgan-Garland or Altmann collections. And well they might be, as they were gifts from the Empress of China. Moreover, they were selected by Lord Kitchener himself from the Imperial collection. He was fond of telling the story how the Empress of selection, he and Colonel Fitzgerald (who was also a keen amateur) decided upon these rare specimens of "self-coloured" porcelain; which only a later race of collectors has learnt to be the most highly prized of all by Chinese judges. We may recall (says the *London and China Express*) that at the time he was in Peking his purchases were so extensive as to send up the prices of porcelain. He recently had an interview with Mr. Frank Partridge, the well-known expert. He liked to discuss collections in his own market, and would snatch a half-hour to see them. Thus he went for a short time to examine the Trevor Lawrence collections, recently sold at Christie's, and when Mr. Partridge took with him a little bowl which he had bought for him at the modest price of £23, Lord Kitchener handled it with tenderness and delight, saying, "A mandarin would pray over this and put it in lavender." Finally, Lord Kitchener asked Mr. Partridge, on leaving, to try to buy for him a little Yung Kennedy vase at Christie's. "I shall be away at the time on a bit of a holiday, and I shall be glad if you can get it for me up to £200," naming a comparatively small sum. It is pathetic to add that this little bowl is enameled with "The Eight Immortals."

INCOME-TAX IN THE STRAITS  
SETTLEMENTS.OPPOSED BY THE CHINESE OF  
PENANG.

There was a meeting of local Chinese under the presidency of Mr. Quah Keng Bee, in the Town Hall, Penang, on June 29th, to discuss the proposed income-tax.

The chairman said that the impost would be permanent once established. He instanced the case of Burnah.

Mr. Teoh Pak Tatt contended that the tax would have a bad effect on Chinese accounts. The dealers would render incorrect figures to hide their real profits and there would be a large depreciation in stock. Many would state that they were losing business, and would thereby lose credit in the eyes of the import firms. He advocated a poll-tax.

Suggestions were made that the Chinese be invited to meet the Hon. Mr. John Mitchell and the Hon. Mr. A. R. Adams to confer with them. The meeting appointed a deputation.

Tobacco Fund:—  
Earmarked .....

Local Working Parties .....

Printing, telegrams, etc. ....

Discount on sub-coins and  
Coast Port Remittances .....

Total paid out .....

Total subscriptions to date .....

Payments as above .....

Leaving balance in hand here .....

and in London £5,000.

The remittance of £1,350 to the Star and Garter Building Fund will build, furnish and endow one room in the Hospital.

The remittance of £1,200 to the Y.M.C.A. Hut Fund (which includes the price of one complete hut—£800—and \$1,152.00 towards a second hut earmarked by Readers of the *HONGKONG DAILY PRESS*) will erect and equip two Y.M.C.A. Huts in France.

N. J. STABE,  
Hon. Treasurer.

Hongkong, 17th July, 1916.

MR. ASQUITH'S SURVEY OF  
THE WAR.WHY CONSCRIPTION WAS  
DELAYED.

## THE NAVAL VICTORY.

The Prime Minister addressed a meeting of electors of East Fife at Ladybank last month, the audience including a large number of Unionists.

Mr. Asquith, after a graceful tribute to the late Lord Kitchener, who, he said, was more sensitive than the world knew to outside criticism, proceeded:—

When I was here little more than two years ago, whatever differences of opinion there may have been among us as to the numbers and the character of our forces for home defence, we were all content to wait for the provision of an Expeditionary Force of 150,000 or 160,000 men for possible service in the field abroad. As you are aware from recent debates in Parliament, the total military and naval effort of the Empire during these two years already exceeds in number five millions of men. (Cheers.) I doubt whether any comparable effort could have been brought about by anyone except Lord Kitchener. Indeed, I am certain it could not.

It is true that we have recently changed, for the purposes of the war, the basis of our system of military service. There were some critics who reproached us with not having taken that step sooner; some, indeed, who thought that we ought to have taken it even at the beginning of the war. For the reasons which I am about to give you, and to which I know that Lord Kitchener attached the same weight that I do, I entirely disagree with them.

In the first place the great voluntary effort which brought in millions of men for the expansion of our Territorial Force and for the creation of the new Armies was of itself a most stimulating and inspiring effort, not only at home but in our Dominions and with our Allies. Next, in the earlier stages of the war, more men came in than we could effectively train and equip, and it was not until the beginning of last autumn that the shortage of men, actual or prospective, became a serious problem. And lastly compulsion, whatever may be said of its abstract merits or demerits, is alien to British traditions, and its introduction would have been viewed with the greatest suspicion, in the absence of a proved case of absolute necessity, by the vast bulk of Liberals, by a large body of Conservatives, and by practically the whole of organized Labour.

I have consistently maintained ever since the recruiting problem began to become urgent that compulsion could only be practicable and made effective when at each stage of the road it was accompanied by general consent. That is exactly what has happened. Every one who knows anything of the conditions of our political life must be aware that such measures as have been passed by enormous majorities in Parliament this spring would even a year ago have encountered the most strenuous opposition, with most dubious prospects of survival.

Lord Kitchener has bequeathed us as his legacy to the Empire this vast and unexampled array of armed and trained men, which has been largely added to by material of the finest soldierly qualities contributed by the patriotism and devotion of our Dominions and dependencies overseas. (Cheers.) It is for us who remain to see that we make the best use of it in the prosecution of the war and in the common cause of the Allies.

If we survey the various theatres there is in my judgment at this moment much to inspire both admiration and hope. The Russian advance is one of the most brilliant feats accomplished in the war. (Cheers.) The Italians are making, with indomitable spirit, a determined and every day more effective resistance to the Austrian onset, and nothing can exceed the valour and the resource with which our gallant Allies in France are maintaining, after a struggle which has now lasted for months, the defence of Verdun. (Cheers.)

They have known from the first that Sir Douglas Haig was not only ready but eager to render them help whenever and wherever and in whatever shape they desired, and their illustrious commander has recognized in the most handsome terms the promptitude and zeal with which his British colleague has taken, and is taking, the steps which in their joint opinion are dictated by sound strategy. The co-operation between the joint staffs of all the Allies becomes every month more intimate, more complete, and nowhere is this more conspicuously the case than on the Western front, where everything that is being done or contemplated is closely concerted between the responsible military authorities with perfect loyalty and mutual understanding. (Cheers.)

But this war is not merely a struggle of armies, important as is the part they play in it. It is also a struggle of material and economic resources, and it may well be this will prove in the long run to be one of the deciding factors. To appreciate this aspect of the conflict in its true perspective we must turn our eyes from the land to the sea. The fashions of our Navy, as you know, are twofold. In the first place, it has to protect our own shores from invasion and to safeguard the transport of our troops and their supplies in all the various military theatres. But of quite equal importance is its task of securing the freedom of the ocean for the mercantile marine of all the Allies, and of depriving the enemy of the power either of importing what he needs or of exporting his own produce to markets over the sea.

These are not spectacular operations. They are carried on, for the most part, so far as the public eye is concerned, unobserved and almost in obscurity, but they involve for their due performance a vast network of organization, the appropriate use in the different seas of vessels of every size and type, an elasticity and adaptiveness in using its

(Continued on next Column.)

resources for which our Navy has always been famous, and, above all, on the part of both officers and crews, continuous and unrelenting vigilance. All these things are being done, all these qualities are being fully exercised with an effectiveness which in view of the world-wide extent of the task, it is at once difficult to realize and impossible to exaggerate. (Cheers.) To the British Navy for these services the Allied cause owes an immeasurable debt.

## GERMAN NAVAL "VICTORY" A ROUT.

But a fortnight ago, thanks to the foolish rashness of the enemy, we were allowed to see another—a more stirring and dramatic—aspect of our Navy's qualities. The German Fleet, after a period of prolonged and inglorious seclusion, at last ventured out into the open, apparently in the hope that it might catch our seamen unawares and achieve at any rate a temporary and a piecemeal success. If that was their calculation it was woefully disappointed. The action of the 31st of May, fought, it should be noted, on the eve of the anniversary of the glorious 1st of June, which is one of the red-letter days in our Admiralty calendar—that action was worthy of the best and the most splendid traditions of the British Navy. (Cheers.) I am hoping to be able to-morrow to see some of the ships that took part in it and their intrepid crews. The enemy, driven back into his ports without so much as making an effort to grapple with the main body of our Grand Fleet, had the temerity at first to claim what was really a rout as a victory.

A victory. A couple more such victories and there will be nothing left worth speaking of the German Navy. By sealing up his principal ports from public view and by what is now acknowledged to have been a deliberate official perversion of the real facts, he hoped to conceal the scope and the serious character of his losses. The truth is slowly leaking out; it always does sooner or later (laughter); but its full extent is even yet not realized and appreciated. We deplore ourselves what we have from the first never attempted for a moment to hold back—the loss of some splendid ships and of the gallant sailors who manned them; but the real meaning of an engagement of this kind is not to be measured merely or mainly by striking of balance, actual or even relative, of material and personal gain and loss, though that balance in this case is, according to all our information, clearly and decisively in our favour.

The crucial question is, What has been the effect of the battle and its consequences? What has been its effect upon our command of the sea and of the power of defending our own and injuring the enemy's interests which that command carries with it? To that question there can only be one answer—that our command of the sea, far from being one whit impaired, has been more firmly and unshakably established.

After referring to the negotiations for a provisional settlement of the Irish question, Mr. Asquith said: When the war comes to an end, when the reign of peace is re-established, we shall have to take stock, as an Empire, of our internal relations.

Never in history has there been a more moving spectacle than the eager loyalty and the unsparring profusion with which our Dominions have lavished their help to the Mother Country in a war which they felt to be waged in a just and righteous cause, but in the making of which they had no voice. Australia and New Zealand have given us in the now familiar word *Anzac* a name which for generations to come will make bright schoolboys thrill with pride. Canada has again and again been in the forefront in the battlefields of France and Flanders, and during the last fortnight her sons have been waging a gallant and stubborn struggle in the blood-stained Ypres salient, where, we rejoice to-day to learn, they have had a striking success. (Cheers.) In South-West and in East Africa General Botha and General Smuts have conducted and are conducting for the Empire, with the utmost skill and tenacity, masterly campaigns.

With such an Imperial record it will never be possible, in my judgment, to revert to our old methods of counsel and of government. The fabric of the Empire will have to be refashioned and the relations, not only between Great Britain and Ireland, but between the United Kingdom and our Dominions will of necessity be brought, and brought promptly, under close and connected review. Such, at least, is my own opinion, and I respectfully commend this consideration to my countrymen, both in this island and in Ireland.

ST. JOHN AMBULANCE  
ASSOCIATION.

During the fortnight ending 9th June, 1916, 21 hospitals in England were supplied with requisites and comforts (24,800 articles in all) from St. John's Headquarters, St. John's Square, E.C. Eleven hospitals abroad were supplied with requisites and comforts (3,448 articles in all).

Garments. Articles. Total.  
Received during  
the fortnight 4,531 27,321 31,852  
Sent out during  
the fortnight .....

Received to date,  
9th June '16. 477,623 1,071,861 1,549,484  
Sent out to date  
9th June '16. 370,247 824,394 1,194,641

Stock-at-Ware  
house .....

107,376 247,467 354,843

## HONGKONG POLICE RESERVE.

## MOUNTED POLICE.

"Durham Chief" has been kindly presented to this detachment by Mr. Ellis Kadorie. All members of this detachment will report in uniform to Mr. T. F. Hough at Stables at 5.45 p.m. on Friday, July 21st.

F. C. JENKIN,  
D.S.P. (R.).







## NEW ADVERTISEMENTS

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE DIRECTORS of the above Company have recommended an INTERIM DIVIDEND of 3% (equal to 3/- per Share) on the Preferred Ordinary Shares and 10% (equal to 10/- per Share) on the Deferred Ordinary Shares, calculated at the Rate of 2 1/2% per Dollar.

DIVIDENDS are free of Income-Tax for those Shareholders on the Colonial Register, and will be payable on and after FRIDAY, the 11th August, 1916, at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on THURSDAY, the 3rd, to THURSDAY, the 10th August, 1916, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, 17th July, 1916. [916]

## HONGKONG TRAMWAY COMPANY, LIMITED

(INCORPORATED IN THE UNITED KINGDOM.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND at the Rate of 7 per cent. for the Half-Year ended 30th June, 1916, has been declared. The Dividend will be Payable on and after WEDNESDAY, the 12th day of September, 1916, to Shareholders on the Register on MONDAY, the 31st day of July, 1916, and will be paid to Shareholders on the Colonial (Hongkong) Register at exchange of 2 1/2% per Dollar.

By Order of the Board,  
W. E. ROBERTS,  
Secretary.  
Hongkong, 17th July, 1916. [917]

## WANTED.

POSITION by ENGINEER (Englishman) just arrived in Colony. Locomotive, Mechanical, Marine, Chief's R.O.T. certificate.

Experienced in Installation, Repairs, and Operation of all classes of Machinery: including Steam Turbines, 2 years' Superintendent Machine Shop. Exceptional references.

Reply—  
Care of "Daily Press" Office.  
Hongkong, 18th July, 1916. [918]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers:

## "SOMALI."

Arrived Hongkong on 17th July, 1916, from LONDON, MALTA, PORT SAID, SUEZ, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,  
Acting Superintendent.  
Hongkong, 17th July, 1916. [1]

## SS. "POLYNESIA,"

COMPAGNIE DES MESSEGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuable are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional cargo will be forwarded on unless intimation is received from the Consignees before Noon (2 o'clock), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 22nd July, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 25th July, or they will not be recognized.

All damaged packages will be examined on FRIDAY, the 21st July, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.  
Hongkong, 16th July, 1916. [12]

## CLEARANCE SALE.

CHS. J. GAUPP & Co.  
(IN LIQUIDATION).

Alexandra Buildings, Chater Road.

GOLD, Silver and Nickel Lever Watches of English, American and Swiss manufacture.

Gold and Gem Jewellery.

Surveying and Nautical Instruments.

Nautical Books,  
etc., etc., etc.

40% discount off pre-war prices for CASH ONLY.

LOWE, BINGHAM & MATTHEWS,  
Liquidators.  
Hongkong, 12th July, 1916. [897]

## FOR SALE.

RUBBER, TEA, and COFFEE Concessions in Sumatra and Java, about 2,000 acres each concession, healthy climate, and guaranteed good prospects.

For further particulars write to—  
J. O. FLESTRA,  
Singapore, Straits Settlements.  
[911]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction,

## TO-DAY (TUESDAY),

the 18th July, 1916, commencing at 2.30 P.M., at the TOTE KINSEY KARSNA'S Godown (and afterwards at Messrs. H. SKOTT & Co.'s Godown), Kennedy Town.

## SUNDRY SHIP'S GEAR AND FURNITURE,

ex s.s. "CHIVO MARU,"

Comprising:—  
Leather-Covered Armchairs, Revolving Saloon Chairs on Iron Frames, Wooden Folding Chairs, Nickel-plated Brass Bedsteads, Iron Bank Frames and Mattresses, Patent Folding Washstands, Oak Writing and Centre Tables, Mirrors, Coloured Glass Windows, Mattresses, Rugs and Carpets, etc., etc., etc.

Catalogue on application.  
TERMS:—Cash on delivery.  
GEO. P. LAMBERT,  
Auctioneer.  
Hongkong, 16th July, 1916. [889]

## PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

## ON FRIDAY,

the 25th day of July, 1916, at 3 o'clock in the afternoon, at their Sale Rooms, 10 House Street, Victoria, Hongkong.

The following very desirable residential Property at the Peak:

situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.

Being RURAL BUILDING LOT No. 78, and known by the name of "TREVERBYN."

The property is held under Crown Lease and contains an area of 44,604 square feet.

For further particulars and conditions of sale apply to—  
Messrs. HASTINGS & HASTINGS,  
Vendor's Solicitors,  
No. 8, Des Voeux Road Central,  
or to  
Messrs. HUGHES & HOUGH,  
The Auctioneers.  
Hongkong, 10th July, 1916. [892]

## THE WEST POINT BUILDING COMPANY, LIMITED.

AN INTERIM DIVIDEND of TWO DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on FRIDAY, 21st July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 14th July, to FRIDAY, the 21st July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPEL,  
Secretary to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.,  
General Agents for  
The West Point Building Co., Ltd.  
Hongkong, 7th July, 1916. [880]

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

AN INTERIM DIVIDEND of THREE DOLLARS and HALF DOLLARS per Share for the six months ending 30th June, 1916, will be Payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th, to WEDNESDAY, the 26th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPEL,  
Secretary.  
Hongkong, 11th July, 1916. [895]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an INTERIM DIVIDEND of 2.30 per Share, subject to deduction of Income-Tax, has been declared for the HALF-YEAR ending 30th June, 1916, at rate of 2 1/2% per Dollar.

The DIVIDEND will be Payable on and after MONDAY, the 14th August, 1916, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The RECEIPT of SHARES of the Corporation will be CLOSED from MONDAY, the 31st July, to SATURDAY, 12th August, 1916 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,  
N. J. STABE,  
Chief Manager.  
Hongkong, 11th July, 1916. [894]

## REGISTRATION OF PERSONS ORDINANCE 1916.

ALL Persons not exempted who remain in the Colony for more than one week are required to re-register themselves at the Office of the CAPTAIN SUPERINTENDENT of Police.

(a) In the case of Residents in the Colony, before July 23rd, 1916.

(b) In the case of new arrivals, within one week of arrival.

The following are exempted:—

(1) Members of His Majesty's Regular Naval and Military Forces.

(2) Civilians in the permanent employment of the Colonial Government or of the Naval and Military authorities.

(3) Members of the Hongkong Volunteer Corps, Hongkong Volunteer Reserve, Hongkong Police Force, or Special Police Reserve.

(4) Consular Officers of Foreign States.

(5) The wives and daughters of persons included in any of the 4 clauses specified above.

(6) Persons of Chinese Race.

(7) Persons not exceeding 15 years of age.

Forms of registration, giving the particulars required may be obtained at the Enquiry Office G.P.O., Hongkong, The Branch Post Office at Kowloon and at all Police Stations.

The penalty for failing to comply with this Ordinance is a fine not exceeding \$50.

U. McI. MESSER,  
Captain Superintendent of Police  
Hongkong, 23rd June, 1916. [874]

## HOUSES TO LET

## TO LET.

No. 31, WONG-NEI-CHONG ROAD.

Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
[87]

## TO LET.

OFFICES on 1st Floor, No. 9, Queen's Road Central (In Ice House Street).  
Apply to—  
WILKINSON & GRIST.  
[891]

## TO LET.

A TWO-STORIED EUROPEAN HOUSE at No. 19, Kennedy Road, East; Consisting of Four Rooms with Bathrooms and Out-houses Complete.  
Apply—  
YOUNG REE,  
10, Des Voeux Road Central.  
[838]

## TO LET.

A SMALL GODOWN in PRINCE'S BUILDING.  
For particulars, etc., apply—  
THE HONGKONG CENTRAL ESTATE, LTD.  
[865]

## TO LET.

From 1st May.  
OFFICES, 2nd Floor, St. George's Buildings.  
Apply to—  
SHEWAN, TOMES & Co.  
[818]

## TO LET.

"ROCKLANDS," No. 7, Robinson Road, from 1st August, 1916, or earlier.  
Apply—  
M. J. D. STEPHENS,  
18, Bank Buildings.  
[800]

## TO LET.

A HOUSE, in Observatory Villas, Kowloon.  
Apply to—  
ARRATOUN V. APCAR & Co.,  
14, Des Voeux Road.  
[811]

## TO LET.

OFFICES on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.  
Apply to—  
CHINA FIRE INSURANCE CO., LTD.  
[822]

## TO LET.

No. 2, DES VOEUX ROAD CENTRAL, First Floor.  
THE COMMODIOUS DWELLING HOUSE, with Offices, Servants' Quarters, etc., No. 14, SHAMBER, CANTON, from 1st June, at present in the occupation of the Imperial Russian Consulate.  
Apply to—  
DAVID SASSOON & Co., Ltd.  
[415]

## TO LET.

OFFICES in Prince's Building.  
Apply to—  
SHEWAN, TOMES & Co.,  
Liquidators,  
RUBNER, BROCKELMANN & Co.  
[873]

## TO LET.

OFFICES in King's Buildings, HOUSE in CLIFTON GARDENS, Conduit Road.  
No. 1, HILLSIDE, TAN PEAK.  
Nos. 1, and 2, WEST END TERRACE, CANTON.  
Apply—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
[32]

## TO LET.

TWO ROOMED-FLATS in Nathan Road Kowloon.  
THREE ROOMED-FLATS in Humphry's Buildings, Kowloon.  
FOUR ROOMED-FLATS in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bedrooms at reasonable rentals. Immediate possession.

FOUR ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCIAL CO., LTD.  
Alexandra Buildings  
[893]

## BOARD AND RESIDENCE.

BEAUTIFUL SITUATION. Every convenience.  
Apply—  
SELECT,  
Care of "Daily Press" Office.  
[908]

## ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1915.  
Revised by THE MEMBERS.

PRICE ———— \$5  
DAILY PRESS OFFICE.  
Hongkong, 25th February, 1916.

## INTIMATION

## WATSON'S

## E

## OLD

## BROWN

## BRANDY



## THE

## PEG O' MY HEART.

## A. S. WATSON &amp; CO., LTD.,

## WINE AND SPIRIT MERCHANTS,

## HONGKONG.

TELEPHONE 618

## DEATHS.

E. J. S. TANNER, late of the Hongkong and Shanghai Banking Corporation, killed in action. [913]

TWENTYMAN—Killed in action in France, DENZEL, TWENTYMAN, Captain, 10th Battalion York and Lancaster Regiment.

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, 18th JULY, 1916.

## THE BRITISH OFFENSIVE.

The news from the Western front during the past few days has been most encouraging, and from all sides come expressions of the belief that the crisis is at hand. The Prime Minister, for example, assures us that "a great and very favourable change has been produced in the military situation by the Allies' offensive." Mr. Lloyd George is no less encouraging. "We have crossed the water-shed," he says, "and now victory is beginning to flow in our direction." EARL GREY, the Foreign Secretary, in a letter of farewell to his late constituents, writes: "Things are going so favourably for the Allies as to justify the fairest expectations of a satisfactory final success." It is hardly likely that such responsible statesmen would venture to raise the hopes of the British public in this way unless they had good ground for their optimism. It is also stated that Lord KITCHENER, shortly before his death, revised his estimate of a three years' war and was of the opinion that the end would come much sooner than he had anticipated. There is also a significant rumour that recruits at Home are now being enlisted for the duration of the war and "for the Army of Occupation." True, there has been no great advance in the sense in which the term was used at the beginning of the war, and it seems useless to speculate upon the possible strategic importance of the villages which have been captured, for it is difficult to locate any vital point at which the British forces are striking. It can only be presumed, therefore, that the Allied Commanders are endeavouring to

make a breach in the enemy line wide enough to enable them to commence large enveloping movements towards the north-west and south-east. In this way the great mass of German troops at Verdun would be separated from those concentrated to the north of the Somme, and if the movement is successful and the British armies turn their face to the North Sea, it would be their proud task soon to relieve a great part of Belgium of the presence of the invaders. Upon no other hypothesis is it possible to justify the optimistic utterances of the leaders of public opinion in Great Britain, for it is inconceivable that they should regard the future with such confidence if it was inevitable that we should continue our frontal attacks on entrenched positions upon the same scale and with the same rate of progress as during the past fortnight. In such circumstances the struggle to drive the Germans out of France and Flanders would be never-ending. It would simply mean the continuance of the trench warfare of which we have grown so weary during the past eighteen months. Something more decisive is surely anticipated, and it is significant that General Haig's policy is stated to be "one of heavy rapid blows, in order to prevent the enemy strengthening his defences." The British troops have already broken through the German first and second lines over a not inconsiderable portion of the front, and are now hammering at the third line of defence. After reading the description of the opposition which was so successfully encountered at the outset, and bearing in mind the fact that no opportunity is being given the enemy to prepare such formidable obstacles again, it is natural to hope that within a short while now we shall receive the news that the line has been completely pierced. The British left wing has practically surrounded Pozieres, the British centre has advanced from Montauban to Bazentin, and our right wing has reached Longueval. This brings us into alignment with the French at Hardecourt and facilitates the further combined advance. We have, of course, never doubted the valour of our troops, but it is particularly pleasing to read the generous encomiums lavished upon them by the French, who, during the recent heavy fighting, have had splendid opportunities of judging their worth. A *communiqué* from Paris states: "The magnificent success of our intrepid British Allies is the theme of the French papers, which declare that there is something majestic and inflexible in the measured but continued advances, giving the impression of the latent power of a united, implacable will." A French Eye-Witness reports that "all were astounded at the dash and valour of the British infantry, who are sweeping everything from their path with irresistible force." Everything now apparently depends upon the maintenance of the supply of munitions, and when it is estimated that three million shells were fired by the British during the seven days' bombardment preceding the offensive movement, it may be imagined what stupendous effort this will entail. We are glad to learn, on the authority of Mr. Asquith, that the present supply is ample. Moreover, August Bank Holiday will be suspended by proclamation, so that there shall not be a moment's cessation of the work. The enemy are to be given "certain knowledge that the present intensity of the bombardment, as well as of the assault, will be continued indefinitely, if necessary."

Mails for Europe via Siberia close to-day at 11 a.m. and at 3 p.m.

A Chinese who was detained in the Wanchai Police Station committed suicide on Sunday by hanging himself with a piece of string, which he attached to the electric fittings.

The police have received a report of the robbery from 14, Peak Road, of a gold watch, and platinum chain with a Mexican dollar attached, the whole valued at \$341. The watch, which is valued at \$200, has been recovered.

The python which attacked Mr. Butterfield's dogs is still at large, the reptile having successfully evaded the party which went in search of it on Sunday.

The search was conducted for three and a half hours, but no sign of the python was discovered, despite a vigorous use of smoke.

The Hongkong Tramway Co., Ltd., have declared an interim dividend at the rate of seven per cent. for the half-year ended June 30th.

For being in possession of six taels of opium, which he had concealed about his person, a Chinese was fined \$500 at the Hongkong Police Court yesterday. The alternative was two months' imprisonment, but the beggarly-looking opium-runner found the money.

While taking an afternoon "nap" on her verandah, a Chinese woman residing in Yau-mai was robbed of jewellery and money to the value of \$310, consisting of two gold bangles valued at \$240, and \$70 in money, which was contained in a tin box. An arrest has been made.

During the week ended July 15th, two fatal Chinese cases of plague were reported. Since January 1st there have been 29 cases of plague, all of which have proved fatal. During the same week five Chinese cases of enteric fever were reported, two of which proved fatal. There was also a fatal Chinese case of small-pox.

The Rt. Rev. Dr. Mairette, R.C. Bishop of Canton, who has been in retirement in Ipoh assisting the Parish Priest of St. Michael's Church for some time, will be leaving for Europe next month. He is a great Chinese scholar, and has done much good work among the Chinese congregation of the local church in spite of his advanced years, says the *Times of Malaya*.

The directors of the Indo-China Steam Navigation Co., Ltd., have recommended an interim dividend of three per cent. (equal to 3/- per share) on the Preferred Ordinary shares and ten per cent. (equal to 10/- per share) on the Deferred Ordinary shares, calculated at the rate of 2 1/2% per dollar. The dividends are free of income-tax for those shareholders on the Colonial register.

"He is a long finger-nail gentleman," said a Police Inspector of a man in the dock at the Hongkong Police Court yesterday who was charged with the theft of paper from a hawkker. The prisoner's excuse was that he had no work and was hungry, but his long nails condemned him; for a man with long nails has never worked hard. One month's imprisonment and four hours' stocks was the sentence.

"I think you ought to go to gaol and do some hard work," was Mr. Orme's comment at the Hongkong Police Court yesterday to a fearfully crippled Chinese who was charged with begging. The beggar is a genuine cripple, and is only able to progress by dragging each foot along with his hands, crawling like an animal. Mr. Orme's suggestion could not have been seriously meant, for he allowed the poor fellow to "return to the country," the beggar having selected this in preference to gaol.

## HONGKONG'S PROSPERITY.

## A SUGGESTION FROM SINGAPORE.

A little paragraph in the report on the Hongkong Bluebook for 1915 gives eloquent testimony to the prosperity of Hongkong, in the past ten years (says *The Straits Times*). It tells us that in that period there has been an increase of no less than 30.4 per cent. in the rateable value of the Colony, which now stands at \$14,391,370. The war, of course, has affected the Colony's prosperity to some extent. Otherwise the rateable value would be considerably higher than the figure named, for last year the reductions on assessments, in consequence of appeals, aggregated \$355,796 in rateable value. Revenue last year exceeded expenditure by about \$3,500,000, but extraordinary works more than accounted for this. The normal expenditure was well within the limits of the 1915 revenue. You never know, however (adds our contemporary), Hongkong might take a thought of trying what it too, can do in the matter of an income-tax.

## LAWN BOWLS.

## CIVIL SERVICE v. TAIKOO.

This league match was played on the Civil Service Ground, and resulted in an enjoyable and close game, Taikoo winning by 8 points. Scores:—

Civil Service: Grimshaw, Carr, Lambie, Hill, Bond, (skip) 16; Wallace, Smith, Drummond, Wetherston, (skip) 21; Bateman, Morrison, Prowse, Ferguson, (skip) 26. Total 63.

Taikoo: Carr, Lambie, Hill, Bond, (skip) 16; Wallace, Smith, Drummond, Wetherston, (skip) 21; Bateman, Morrison, Prowse, Ferguson, (skip) 26. Total 63.



# THE WAR.

## GERMANS IN WEST BELGIUM UNEASY.

REMOVING OFFICIAL PAPERS TO BRUSSELS.

## RUSSIANS DRIVE BACK ENEMY.

PORTUGAL AND THE ALLIES. READY TO SEND TROOPS ANYWHERE.

## CASEMENT'S APPEAL.

### FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### SPOILS OF VICTORY.

ANOTHER BRITISH THRUST.

LONDON, July 16th.

General Sir Douglas Haig, reporting at 3.45 p.m., states that except for a heavy reciprocal bombardment nothing important has happened. We continue to find large quantities of armament and other war material abandoned by the enemy in positions captured on Friday and Saturday. We took five more heavy howitzers and four field guns yesterday. Our troops last night strengthened and improved our new position, and covered by a detachment, thrust forward to High Wood, from which they had withdrawn unmolested in the morning.

#### GERMAN SURPRISE ATTACK.

FRENCH AVIATORS ACTIVE.

PARIS, July 16th.

A communiqué says:—South of the Somme last night the Germans, under cover of a fog, crept along the Canal and violently attacked and captured by surprise Lamaisonette and Biaches, but we vigorously counter-attacked and regained both, as well as a copse northward, where a few Germans were still holding out. We progressed west and south of Fleury, where, besides at Chenois and Lalaufon, there are most intense artillery duels.

Our aeroplanes have been most active on the Somme. They felled four German machines in the enemy lines. Two others were badly hit and were obliged to descend. French air squadrons bombed railway stations at Abbecourt, Terengriet, Chumy, Fombleux, and Roisel, and also a heavy battery near Roisel.

#### NEWFOUNDLANDERS LOSE HEAVILY.

LONDON, July 16th.

There is a consensus of opinion that the casualties in the great attack were small compared with such a wonderful feat. No unit suffered comparably with the Newfoundlanders, whose losses on the 1st inst. were the heaviest up to that date, or a London battalion who were second to them also on the 1st inst. Naturally there were sometimes heavy losses, especially where the wire was not cut, and the self-sacrificing first waves cleared the way for their successors. The South Africans were in the forefront near Fourcaux, or High Wood, at an altitude of five hundred feet, the highest point in the neighbourhood, where the German third line was penetrated, and in which a detachment remained all Saturday night covering those who were consolidating the position behind. The country beyond the ridge which commanded Fourcaux is less wooded and broken and more favourable for further operations.

#### RUSSIAN TROOPS' "BAPTISM OF FIRE."

PARIS, July 16th.

The Russian troops received their baptism of fire on the Western front, when they attacked the enemy's trenches and took prisoners, who were dumb-founded to be in the hands of the Tsar's soldiers in France.

[THROUGH REUTER'S AGENCY.]

#### BRITISH CAVALRY IN ACTION.

TROOPERS CHEERED TO THE ECHO.

LONDON, July 16th.

Reuter's correspondent at Headquarters, describing a recent British cavalry action, says the Decan Horse and Dragoon Guards started early on Friday morning to patrol and reconnoitre, and also to co-operate in covering the flanks of the attacking infantry. The men in the trenches cheered to the echo, as the troopers clattered past. Their route lay through a perfect morass of cratered ground, disused trenches, and wrecked entanglements. The Germans spotted the cavalry between Bazentin and Mametz, and opened fire with guns and maxims. Our casualties were few, as the ranks opened out, and some of the troopers dismounted and poured in a heavy fire from a machine-gun emplacement, which proved most effective.

#### A PLUCKY AVIATOR.

A British monoplane was most plucky. When the aviator was fusilladed from a dense copse, it swooped down to within three hundred feet of the horsemen and encircled the copse four times till it had emptied all the drums of its machine-gun and then soared up after signalling the enemy's position. The Decan Horse rode hard at a grassy bank, whence there was a desultory fusillade. Eight Germans emerged howling for mercy and clung to the horses' legs till the infantry came up and captured them. The Cavalry, never losing as much as the Infantry, rode right up to the last new German trench, which was deserted with the exception of some few machine gunners. The opportunity to charge came near Fiers.

#### FIGHTING ON THE MEUSE.

PARIS, July 17th.

An official communiqué says:—Russian-French patrols are most active in Champagne.

We captured, on the left bank of the Meuse, an enemy trench east of Hill 304. The French on the right bank of the Meuse, continued their progress to the west of Fleury and took prisoners. A German communiqué admits that the French entered German trenches to the south-west of Thiaumont.

#### ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### FIGHTING IN THUNDER-STORMS.

RÖME, July 16th.

A communiqué states:—There has been heavy fighting in the Posina. Despite violent thunderstorms we progressed south of Boreola and Boite Valley, where the enemy, strongly reinforced, made several counter-attacks, which were driven off with heavy loss. An enemy counter-attack at Tofana was also repulsed.

#### NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

#### VESSELS SUNK.

LONDON, July 16th.

The steamers *Belosia*, *Alto*, and *Sylvia* have been sunk. The crew of the *Alto* were saved.

LATER.

The *Eclecta* was sunk by submarine in the Mediterranean. The Captain and eighteen of the crew have been landed at Algiers.

LONDON, July 16th.

The British steamer *Silverton* has been sunk.

### RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

#### RUSSIAN PROGRESS ON RIGA FRONT.

PETROGRAD, July 16th.

A communiqué states:—The Russians right wing on the Riga front, supported by artillery and warships, has slightly progressed west of Kemmern.

#### IMPORTANT STRATEGIC POINT STORMED.

PETROGRAD, July 16th.

A communiqué states:—The Russians have stormed Baiburt, which is the most important strategic point in Armenia.

#### RUSSIANS DRIVE BACK MASS ATTACKS.

PETROGRAD, July 16th.

A communiqué states:—South-east of Struniski, west of Lutsk, the enemy attacked in masses at many points and were driven back.

The Russians crushed a desperate resistance in the sectors of Oshoff and Goubine, and began to envelop the enemy, who fled, abandoning several heavy guns and field-guns. Up to the present 3,000 prisoners have been counted.

#### TROOPS MUCH HEARTENED.

LONDON, July 16th.

The troops at the Front are greatly heartened by the piercing of the German second line. For the first time on the Western front they say that the evil spell is broken. With the German line on the British left from Hebuterne to Thiepval practically intact, the troops further south were individually aware that it was "up to them" to reach the second line, so as there could be a break through. All worked in the most feverish manner to be ready for the second blow, the rapidity of whose delivery testified to the wonderful generalship and organisation. It was the British line regiments, the English, Scots, Irish, and the Welsh, assisted by the South Africans, who achieved the feat of smashing the fortifications on which the Germans had spent two years, and had massed men and guns during the last ten days to resist us.

#### NO BRITISH STRAGGLERS.

An unprecedented feature of such great and fierce fighting was that there were absolutely no stragglers. Men of all classes have done their job with unflinching gallantry and determination. Their work was all the more difficult, as the fighting was all uphill, with a gradual rise of two hundred feet, with many intervening hollows; yet the Infantry

were so keen that they swept over the first trenches at a single rush. In the darkness at some places they were so far ahead of schedule time that they had to wait impatiently till the guns were lifted. The enemy was apparently overwhelmed before he could pull himself together, but beyond the first lines the woods were strongly held with maxims and rifles. It was here that the losses were more serious. The whole operation was successful beyond our hopes. But the top of the ridge remains to be crossed, and then the German commanding position will be reversed.

CAVALRY'S "DECENT LITTLE SHOW."

From behind the waving corn came the crackle of the small arms of a half troop each of Dragoons and Decan Horse, riding in advance in extended order, the former with lances, and the latter with sabres. Trotting sharply, they were ordered to charge. "This was like a dash on the polo-field," said an officer, "only the men were too grim to cheer."

We struck fifteen or twenty beggars, and thirty more put their hands up. It was a decent little show, and it was a pity that it was not bigger. The Cavalrymen were withdrawn at dusk to help the Infantry to consolidate. A pleasing incident in the fight was the camaraderie of the Decan Horse, who are Mohammedans.

### THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

#### SUCCESSFUL BRITISH RAIDS.

LONDON, July 16th.

General Murray reports that two columns operating from Tor and Abu-zeneima respectively, on the Sinai shore, in the Gulf of Suez, have returned to their bases after successful raids on enemy forts on the Peninsula. They covered sixty miles of difficult country and captured prisoners and live stock despite opposition. No casualties were sustained by either column.

#### GENERAL.

[THROUGH REUTER'S AGENCY.]

#### HONGKONG AND THE WAR.

A PREMATURE REPORT.

LONDON, July 16th.

According to Reuter's correspondent at Hongkong, it is stated that a conference between the Governor and the unofficial members of the Executive and Legislative Councils has agreed to recommend a direct War Contribution to the Imperial Government.

[We are officially informed that the above statement is premature, no such agreement having been arrived at.—Ed.]

#### DIRIGIBLE FOR THE TURKS.

AMSTERDAM, July 16th.

A telegram from Constantinople says a Schuettelanz dirigible has arrived there, causing the greatest enthusiasm.

#### PORTUGAL OFFERS TROOPS.

PARIS, July 16th.

L'Eclair publishes an interview with the Portuguese Premier, who states that Portugal is ready to assist the Allies by sending troops to France or elsewhere whenever the Allies desire, the course of events and Portugal's financial resources determining the number.

#### BRITAIN'S HISTORIC EFFORT.

CHANCELLOR'S APPEAL TO CIVILIANS.

LONDON, July 16th.

On the opening of the National War Savings Week, Mr. McKenna, Chancellor of the Exchequer, in a letter, points out that it coincides with the opening of the greatest military effort in British history—not a battle of a day or two, but a long, patient, arduous offensive, demanding unimaginable sacrifices by our soldiers. He urges civilians to make the greatest financial effort in history.

#### NO USE FOR MAPS.

LONDON, July 16th.

A most significant announcement appears in the semi-official *Colours Gazette* to the effect that it is of little use to publish maps giving the lines or positions, because they are so elastic and are repeatedly changing in detail. Therefore, no reliable picture can be produced. This is remarkable, as the German papers have hitherto published detailed maps.

The British Press Bureau, on the contrary, has supplied a photographic reproduction of a map showing the German positions captured, which is complete to the smallest detail.

#### AMERICAN LEGAL NOMINATION.

WASHINGTON, July 16th.

Mr. Justice Clark, of Ohio, has been nominated Supreme Judge in succession to Judge Hughes, the Republican Presidential candidate.

#### HABESH FORBIDDEN IN EGYPT.

Cairo, July 16th.

The Commander-in-Chief has issued a Proclamation which provides for the imposition of a fine of £1,000 (Egyptian) or five years' imprisonment (or both) on anyone attempting to import or assist, in Egypt or elsewhere, the importation of hashish.

#### DUTCH FOOD SUPPLY.

AMSTERDAM, July 17th.

A meeting of delegates representing 150,000 organised workmen passed a resolution urging the Government to supply and distribute foodstuffs.

[THROUGH REUTER'S AGENCY.]

#### GERMANS IN WEST BELGIUM UNEASY.

OFFICIAL PAPERS REMOVED.

AMSTERDAM, July 17th.

The *Telegraph* reliably learns from the frontier that the Germans in West Belgium are most uneasy, and that all sorts of precautions are being taken. The official papers have been removed from Ostend to Brussels.

#### NARROW ESCAPE OF THE KING OF GREECE.

THE GREAT FIRE IN TATOL.

ATHENS, July 16th.

The fire in Tatol forest is still raging. The Crown Prince's residence has been destroyed. Her Majesty the Queen escaped from the royal chateau carrying Princess Catherine. His Majesty the King remained to the last and escaped with the greatest difficulty. Many soldiers are missing.

#### CASEMENT'S APPEAL.

LONDON, July 17th.

The Court of Criminal Appeal, Justice Darling presiding, began the hearing of Roger Casement's appeal against sentence of death for high treason.

Sergeant Sullivan, for appellant, indicated that the appeal was based on the grounds, firstly, that the charge was not an offence within the statute cited; secondly, that the Lord Chief Justice's definition of "adhering to the King's enemies" was inaccurate.

#### KAISER IN BATTLE AREA.

AMSTERDAM, July 17th.

An official message from Berlin says the Kaiser is at present in the battle sector in the Somme valley visiting hospitals and distributing Iron Crosses and delivering speeches.

#### INDIAN MILITARY CONTROL.

LONDON, July 16th.

The *Times* states that, side by side with the thorough reformation of the Indian system of military control, there should be an emphatic reversion to the observance of statutes which enjoin that India must be governed by the Governor-General-in-Council.

#### TRADE FUTURE IN CHINA.

GERMAN "WARNINGS" AGAINST JAPAN.

The organs of German finance and industry are now displaying fresh excitement about the situation in the Far East. Whereas they have hitherto attacked the German Government for its "failure" to use, in 1914, the possibility of an arrangement with Japan, they are now professing deep anxiety about the future of China, and solemnly warning the German public against "Germanophile utterances" in the Japanese Press.

While chiding the supposed desire of German Conservative circles "to entice Japan by promising her China as her political and economic prey," the *Frankfurter Zeitung* says:—"It is not yet possible to see how things will shape in East Asia after the war. The balance of power there has been shifted, and Germany also will draw the necessary inferences from that fact. Japan has become militarily the first power in the Far East, and Germany will not grudge her this position. Japan has urgent economic needs to satisfy in China, and it would be foolish if we were to oppose them. But the great Chinese market must remain open to world trade. Germany, the victor in the world war, has no occasion to leave to one of her enemies a rich territory in which German trade and German industry before the war had stakes great hopes."

The Frankfurt Jewish organ continues in this strain, solemnly discussing the future of China as if Germany had really won the war, as if she were now magnanimously considering Japanese "peace proposals," and as if she must be careful to guard German interests in the process.

#### INTERESTING FLORA FROM CHINA.

Among many attractive exhibits at the Royal Horticultural Society's fortnightly show, Vincent-square, London, there was nothing more remarkable than the *Meconopsis simplicifolia*, a new and distinct form, sent by Professor Balfour, of the Edinburgh Botanic Gardens. This charming plant, of the poppy family, has a single sky-blue flower with a golden centre, which stands up boldly on a still stem above the foliage. It is a hardy plant that may prove to be a perennial, and is one of the interesting specimens of the flora of East Tibet, of which other examples, also exhibited, were collected by Captain Bailey, of the Indian Army, during his expedition to the Himalayas. Another welcome newcomer is the *Fraxinus chinensis*, discovered by Mr. Wilson in his industrious exploration of North-east China. This graceful, hardy tree, of rich velvet purple, was shown by Mr. J. C. Allgrove, who also brought the new Chinese *Prunus Delavayi*, of shaded crimson.—*L. & C. Express.*

### SITUATION IN CANTON.

CONFLICTING OPINIONS.

Writing on July 7th, the Canton correspondent of the *N.C. Daily News* said: The Republicans, notwithstanding the aid of General Li Lich-chun, are still unable to control the Kwangtung administration, although the important points along the North and the West Rivers have come into their possession. They are trying to invade Canton by aeroplanes. Tutch, Lung Chi-kwong, still controlling Canton, has the advantage of men and money and the city of Canton to squeeze from, while the Republicans are short of both.

Republicans are now secretly selling military bonds here in order to supply their leaders should they enter Canton within the next few days as they expect. Tsen Chen-hsuan, Commander of the Two Kwang forces against the North, is openly assisting the Republicans, believing Kwangtung will never have a republican form of government with Lung at the head, and that the Peking authorities under Tuan Chi-jui will pay no attention to the demands of the South, unless the Republicans have a strong province to back them up.

The interference with river traffic by bandits and by warring factions has caused all prices in Canton to rise and many districts are afraid of being entirely cut off from the larger towns on which they depend.

Cantonese fear the worst and many families have begun to move their more valuable belongings to safer quarters. The militia of the city, an organization of business men for local defence and mutual protection, has been warned to be ready for service at instant call. Subsequently this same correspondent wrote:—

A truce has been declared between Lung Chi-kwong and Li Lich-chun. Lung Chi-kwong has told his friends that he is willing to retire in favour of a Cantonese, but never in favour of Tsen Chen-hsuan.

Business is at a standstill. The big shops are only partly opened and the exodus is renewed. Despite these ominous reports, it would seem that Canton is continuing almost as usual. Yesterday a *Daily Free Press* correspondent interviewed several persons who had just returned to the Colony from Canton, and they seemed surprised to learn of the alarming reports which had been circulated locally to the effect that the armies of Lung and Li are opposing each other within a few miles of the City, that many wounded are being brought in, and that Canton is in a greatly troubled state as a consequence. One gentleman, who had just left a Canton boat and that he had been spending several days in the old capital, that he had been through the Chinese quarters on several occasions, and noticed nothing out of the ordinary. "Business was proceeding as usual, the river was as full as ever with trading junks, and they could go into the City without any qualms. This view was supported by several others, and an additional fact which also supports this contradiction of local rumours is the fact that Canton boats do not now bring to Hongkong crowds of frightened Chinese. A few weeks ago the passengers each day from Canton as a consequence of the scare occasioned by the approach of the revolutionary armies, but many of these have now returned to Canton. Whatever may be happening outside of Canton seems to be shrouded in mystery, and apparently, has had no effect upon the Chinese in Canton. Various shippers of Canton boats who were interviewed also stated that Canton seemed to be just about as usual, and that there did not appear to be the least grounds for the rumours referred to.

#### BANDMAN OPERA & COMEDY.

"GRUMPY."

"Grumpy" is the play in which Mr. Compton, Compton's particularly distinguishes himself. He understated Mr. Cyril Maude in this part, at the Haymarket Theatre, and proved an apt pupil of the great master. The rôle is one which suits him admirably, and he makes the most of it. Hongkong residents were quick to recognise his ability on the last occasion the Bandman Co. were here and "Grumpy" was played twice to crowded houses, the second time by special request. There was an appreciative audience at the Theatre Royal again yesterday evening, and once more Mr. Compton received an ovation. To-night "The Cinema Star" will be given.

#### BRITISH NORTH BORNEO RED CROSS STAMPS.

With reference to the limited issue of Red Cross postage stamps prepared by the court of directors of the British North Borneo Company, it may be noted that the total issue was divided into three Borneo stamps for use there, one-third being sent to the company, and the remaining third was given to the National Philatelic Fund (which is in aid of the Red Cross) has divided up the stamps into twenty-eight equal parcels, each comprising stamps, and offers them for sale to the trade at 25s. for each parcel. Each parcel contains ten complete sets from 1 p. to 25 p. together with a considerable surplus of the lower denominations. The British North Borneo Company has undertaken not to reprint or re-issue any more of these stamps.



**Y.M.C.A.**

"In deference to the Military Authorities this illustration does not represent the exact position of the Y.M.C.A. Buildings."

**FRANCE**

**This Line is the Bulwark of England**

IT is protecting your home. What will you do for the men in the trenches who, at the peril of their lives, are fighting your battles? Already some scores of Y.M.C.A. buildings are making life happier for our men. But thousands of others of our brave troops are "doing without." Shall they continue to "do without" while you can help?

**Will you give a new building to-day, or maintain one for a short period?**

A Y.M.C.A. Divisional Secretary in France writes—  
"We are making the conditions far more comfortable for the men who would have had to spend many hours weary waiting out in the cold and wet had we not been here. Our rooms were packed to overflowing with men straight out of the trenches covered with mud, as only men in the trenches can be covered. By the time they had reached here many of them had become so exhausted that they were quite unable to find themselves in which hot drinks and food could be procured in the middle of the night was a haven gladly welcomed; it is surprising where men can sleep when exhausted as we see them."

**£125**  
will maintain ONE new building serving a camp of about 500 soldiers for the first THREE MONTHS.

**£250**  
will buy complete canvas equipment. At least 100 are immediately required for the Spring and Summer camps at home and abroad.

**£450-600**  
will furnish and equip a new Y.M.C.A. hut in Britain or France according to size.

To those who cannot maintain a Complete Building.

For every one who can maintain a complete building there are hundreds and thousands who will extend it a privilege to help in a smaller way. Any contribution, however small, will be of value in this truly national work, and will be gratefully acknowledged.

Donations may be sent to—  
**c/o "The Hongkong Daily Press" Office,**  
10A, DES VEAUX ROAD,  
HONGKONG.

**"THE GRAND FLEET."**

SIR J. JELlicoe AND THE ADMIRALTY.

## THE CLOSE OF A DUEL.

A silent but none the less interesting "duel" between Sir John Jellicoe and the Admiralty has been closed at last by the surrender of the officials to the *Evening Standard*. The struggle has been in progress almost ever since the war broke out, and although public sympathy throughout has been with the Admiral, it has hitherto seemed impossible to get Whitehall to change its view.

The point at issue was not of great strategic importance. It was more a matter of sentiment though it has its strategic side. It concerned the description of the great fleet under the command of Sir John. For some years past the squadrons in the North Sea and the Channel had been called the Home Fleets by the Admiralty. When Sir John Jellicoe first hoisted his flag he followed that nomenclature, but he had not been in command three weeks before he publicly altered the name of his command, and revived the fine old historic phrase "Grand Fleet." This was in his message of congratulation to the Army on the brilliant retreat from Mons.

The Admiralty would have none of it. The Home Fleets was in the Navy List, and the Home Fleets it must remain. There was a faint sign of weakening when a submarine attacked one of our squadrons in the North Sea and was rammed by the *Birmingham*. Then the secretary of the Admiralty's announcement referred to the "Main Fleet." That, however, was an ugly phrase, and the Admiralty would have none of the compromise.

## WHEN THE KING WENT NORTH.

Even the Court newsmen sided with the "rebellion," and the *Court Circular* in March, 1912, stated that the King had been on a visit to a portion of the Grand Fleet. That "undermined" the Admiralty's position badly. When the Archbishop of York and Prime Minister respectively disappeared into the northern mists to see the ships, the official communications were allowed to speak of the Grand Fleet, but when there was any fighting to be done we were promptly hurried back to "Home Fleets."

Sir Dudley de Chair's dispatch on the work of the blockading cruisers was preceded by the effect that "the Commander-in-Chief, Home Fleets, speak in the highest terms of the manner in which the patrol cruisers have done their work."

## A PHRASE WITH A CLANG.

The phrase itself dates back more than two centuries, to the time when the lessons of Drake and the Elizabethans had been assimilated by the rulers of England, and the influence of sea power on history had begun to be understood. Then the Grand Fleet of Britain was that squadron which was employed on the most important work, which took it in those days far from home waters, to spend long months in the Mediterranean. The sailor's songs of those days which have been preserved speak of "The Grand Fleet," so that the term was in common use.

As our power at sea grew, and the need for scattered squadrons in many oceans led to the dispersion of ships under various admirals, the phrase tended to die out, and the name "Channel Squadron" arose to describe that force most nearly concerned with home defence.

"Home Fleets" is a modern phrase, and is the outcome of muddled thinking. The main strength of Britain at sea came to be concentrated in home waters ten years ago, because the main threat to our power at sea was concentrated near those waters, and not because the British Empire could not necessarily be best defended by the dispersion of ships under various admirals, the phrase tended to die out, and the name "Channel Squadron" arose to describe that force most nearly concerned with home defence.

## A LAY OF NEW ENGLAND.

Mr. F. D. Acland, M.P., Parliamentary Secretary to the Board of Agriculture, presiding at the annual meeting of the Women's Farm and Garden Union, at Chelsea Hospital, said that if he were asked for a description of what the position ought to be in English agriculture this summer he should modify and adapt the well-known lines of Macaulay as follows:

"The harvests of East Anglia,  
This year old maids must reap.  
This year young boys in Cumberland  
Must dip the struggling sheep,  
And in the pails of Lunedale  
This year the milk must foam  
From whose sides are gone from home."

"I think it is almost the thing now to have a daughter going through a course of training or working on a farm," added Mr. Acland. He thought that the organisation might use its influence in small country towns, and get the daughters and sisters of the local doctors, solicitors, or merchants to assist in the work. Already there were reports of the good quality of the work done. It was not too much to say that the safety of the nation depended upon, and could be secured by the efforts made by English women.

**LORD KITCHENER'S DEATH.**

## THE FINAL SCENE.

## STORIES OF SURVIVORS.

The Secretary of the Admiralty has issued for publication the conclusions arrived at as a result of the inquiry held into the loss of the *Hampshire* with Lord Kitchener and his Staff. The 12 survivors were examined at the inquiry.

The conclusions arrived at concerning the circumstances of the disaster are as follows:

The *Hampshire* was proceeding along the west coast of the Orkneys; a heavy gale was blowing, with the seas breaking over the ship, which necessitated her being partially battened down.

Between 7.30 and 7.45 p.m. the vessel struck a mine and began at once to settle by the bows, heeling over to starboard before she finally went down about 15 minutes after.

Orders were given by the Captain for all hands to go to their established stations for abandoning ship. Some of the hatches were opened and the ship's company went quickly to their stations.

Efforts were made without success to lower some of the boats, one of them being broken in half during the process and her occupants thrown into the water.

As the men were moving up one of the hatchways to their stations, Lord Kitchener, accompanied by a Naval Officer, appeared; the latter called out, "Make way for Lord Kitchener," and they both went up on to the Quarter Deck, and subsequently four Military Officers were seen on the port side.

The Captain called out for Lord Kitchener to come up to the fore bridge near where the Captain's boat was hoisted; he was also heard calling for Lord Kitchener to get into the boat, but no one is able to say whether Lord Kitchener got into the boat or not, nor what occurred to this boat, nor did any one see any of the boats get clear of the ship.

Large numbers of the crew used their life-saving belts, waistcoats, etc., which appear to have proved effective in keeping them afloat.

Three rafts were safely launched, and, with about 50 to 70 men on each of them, got clear of the ship.

A private soldier appears to have left the ship on one of the rafts, but it is not known what became of him.

It was light up to about 11 p.m. Though the rafts with these large numbers of men got safely away, in one case out of over 70 men on board, six only survived; the survivors all report that men gradually dropped off and even died on board the rafts from exhaustion, exposure, and cold. Some of the crew must have perished trying to land on the rocky coast after such long exposure and some died after landing.

## A LAST GLIMPSE OF LORD KITCHENER.

We are able (says *The Times*) to supplement this brief official version by the following independent accounts of the sinking of the *Hampshire*:

"I was the last of the survivors to see Lord Kitchener before leaving the ship. In the papers I notice that his lordship is said to have been drowned by the overturning of a boat, but this is not correct. Lord Kitchener went down with the ship. He did not leave her. I saw Captain Savill helping his boat's crew to clear a way to the galley. The captain at this time was calling to Lord Kitchener to go to the boat, but owing to the noise of the wind and the sea Lord Kitchener apparently could not hear him. When the explosion occurred Lord Kitchener walked calmly from the captain's cabin, went up the ladder and on to the quarter-deck. There I saw him walking quite coolly and collectedly up and down talking to two of his officers. All three were wearing khaki without overcoats. In fact, they were dressed just as they were when they boarded the ship."

Lord Kitchener did not seem in the least perturbed, but calmly waited the preparations for abandoning the ship, which were going on in a quiet, steady and orderly way. The crew went to their stations, obeying orders steadily, and did their best to get out the boats, but that proved impossible. Owing to the rough weather no boats could be lowered; those that were got out were smashed at once. No boats left the ship. What the people on shore thought to be boats leaving were three rafts. Men did get into the boats as they lay in their cradles thinking that as the ship went from under them the boats would float. But the ship sank by the bow, and when she did she turned a complete somersault forward, carrying down with her all the boats and those in them. I do not think Lord Kitchener got into a boat at all. When I sprang on to a raft he was still on the starboard side of the quarter-deck talking to his officers. I won't say he did not feel the strain of the perilous situation like the rest of us, but he gave no outward sign of nervousness, and from the little time that elapsed between my leaving the ship and her sinking I feel certain that Lord Kitchener went down with her standing on the deck at the time. Of the civilian members of his suite I saw nothing.

## A TERRIBLE FIVE HOURS.

"I got away on one of the rafts and we had a terrible five hours in the water. It was so rough that the sea beat down on us and many men were killed by the buffeting they received. Many others died from the fearful cold. I was quite numb. An almost overpowering desire to sleep came upon us, and to get over this we thumped each other on the

back, for no man who went to sleep ever woke again. When men died it was just as though they were falling asleep. One man stood upright for five hours on a raft with dead lying all around him. Another man died in my arms. As we got near the shore the situation grew worse. The wind was blowing towards the shore and the fury of the sea dashed our raft against the rocks with tremendous force. Many were killed in this way, and one raft was overturned three times. I do not quite know how I got ashore, for all feeling had gone out of me. But we were very kindly treated by the people who picked us up. They said it was the worst storm they had had there for years.

Although I do not really know what happened, my belief is that the *Hampshire* struck a mine which exploded under her fore part. It could not have been a submarine in such weather. An internal explosion in one of the magazines would have ripped the ship apart. It was hard luck to come to such an end after going through the Horn Reef battle unscathed. In that battle we led the *Iron Duke* into action, and our shells sank a German light cruiser and two submarines. We did not have a single casualty in our ship, although big shells fairly rained into the water all around us."

## THE SINKING OF THE SHIP.

First Class Petty Officer Wilfred Weston, who was the first man to scramble ashore from one of the rafts, says:—

"At 5 o'clock on the afternoon of Monday, June 5th, we embarked Lord Kitchener and his Staff on a special mission, but we did not know where we were going with them. The weather was very rough, so rough that the two destroyers which escorted us were sent back. At 8 p.m., while the watch below were standing by their hammocks ready to turn in, an explosion occurred. I was on the mess deck at the time. When the explosion happened all lights immediately went out and a terrible draught came rushing along the mess deck, blowing all the men's caps off. We did not know what had happened, so we walked aft to the only hatch that had not been battened down owing to the bad weather. While I was waiting with the others on the half deck an officer came with Lord Kitchener from the captain's cabin. He called out, 'Make room for Lord Kitchener,' and the men opened out to let Lord Kitchener pass. He went on deck and I did not see any more of him after that."

"I went on deck and helped to tear away the hatches. As these were opened the men swarmed up them in hundreds from the mess deck. On looking around I saw that the crew were at their stations for abandoning ship, so I went to No. 1 raft and remained there until the water came up to the ridge ropes. The ship went down forward and sank in about a quarter of an hour. The three circular rafts were launched. I picked up some men who had been wounded by the explosion and put them on the gratings in the bottom of our raft. Then I launched the raft, upon which there were at the time about 45 men, including the wounded. We paddled clear of the ship, and when we had got about 50 yards from her she turned and went right over. Some men were in the boats waiting for the water to lift them up. When the ship turned over it took them all down in her vortex. The galleys upset while being lowered, and the whaler broke in two as it was being launched. It was impossible to launch the boats properly because the derricks would not work in consequence of the water in the ship having cut off the electric current. I saw men jump off the quarterdeck as the ship turned over."

## FORTY-THREE MEN ON A RAFT.

"While our raft was beating towards the shore we picked up many men from the water and dragged them on to the raft. As you know, there were only 12 survivors from the whole ship's company. On my raft there were 43 men, a carpenter. On the way we could see men sinking as they were making towards the beach. The place where the ship went down was about three miles from the shore, and but for the awful weather the whole crew would probably have been saved. The seas were terrible. They overran us and kept swamping the raft instead of drifting it along before them. The cold was bitter and we suffered greatly from it, especially as some of the men were only half clothed."

"Every one was thoroughly exhausted when we reached the shore. When the raft grounded I jumped off and waited until the next wave took me further in. Then somehow I scrambled to the top of the cliff. When I tried to stand up there I found my feet would not support me and I fell down again. Seeing a house in the distance I crawled to it and tried to wake up the occupants. After shouting about 10 minutes I got a response, but when the people came to me and I tried to explain to them what had happened I could not. They took me inside, wrapped me in blankets and put me in bed with hot-water bottles. Meanwhile I had managed to make them understand something about my companions. Rescue parties of farmers living round about got ropes and went to the cliffs and saved all they could find."

Other survivors tell similar stories of their experiences. They say that many perished from cold and exposure through the awful sea as the rafts were drifting ashore. Many others were killed by being dashed against the rocks, which were precipitous and jagged. They estimate that where the raft landed the rocks were over 60 ft. high, and all efforts to steer into a safer landing place proved futile. All of the survivors were badly bruised and their hands torn by scrambling up the rock face and the cliff, but they speak highly of the kindness shown to them by the Orkney people. Thanks to the admirable care with which they have been treated at the naval hospital, all the survivors are now sufficiently recovered to go to their homes for a period of rest."

**Johnstone & Co.**

**NAPIER JOHNSTONE'S**

"SQUARE BOTTLE"

**WHISKY.**

UNVARIED FOR OVER 150 YEARS.

THE SAME TO-DAY AS IN 1745.

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OF

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**STUBBORN COUGHS**

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**CATARRH**

**CONSUMPTION**

**SCALES AND DANDRUFF ON HEAD**

Baby's Head a Mass. Night After Night Was Sleepless. Itching Burning Pimples Spread Over Face. Used Cuticura Soap and Ointment. Now Well Again.

King's Cottages, Hales, Nr. Bradley, Northants, Eng.—"When my baby was two months old his head became a mass of scales and dandruff. Then on his face came red pimples running clear water. Night after night was sleepless, we could not get rest with him and his hands had to be gloved to prevent scratching. The pimples caused itching and burning. They told me it was eczema. It began to spread all over his face. He suffered seven months and was a dreadful sight so that I was ashamed to take him out."

"Treatment did no good and it began to spread all over his face. I tried all sorts of ointment which failed to do any good and it got worse instead of better. So I saw an advertisement of Cuticura Soap and Ointment and at once I sent for a sample. After the first dressing the itching and burning disappeared. I used Cuticura Soap and four boxes of Cuticura Ointment and now he is well again." (Signed) Mrs. W. Sheppard, Jan. 24, 1914.

## Samples Free by Post

Cuticura Soap and Ointment are sold everywhere. A single set is often sufficient. Sample of each with 22-p. Skin Book Free from nearest depot. Address: F. Newberry & Sons, 27, Charterhouse St., London, or Foster D. & Co. Corp., Boston, U. S. A.

49-4

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**APIOL & STEEL**

**PINK PILLS**

For the cure of all diseases of the blood, such as anemia, chlorosis, leucemia, etc. It is a powerful tonic and restorative, and is sold in all countries.

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For the cure of all diseases of the blood, such as anemia, chlorosis, leucemia, etc. It is a powerful tonic and restorative, and is sold in all countries.

**HONGKONG METEOROLOGICAL REGISTER.**

Highway Observatory, July 17th.

	Previous Day	On Date	On Date
	at 2 p.m.	at 8 a.m.	at 2 p.m.
Barometer	29.84	29.85	29.87
Temperature	83	79	82
Humidity	67	85	75
Wind Direction	South	East	East
Force	2	2	4
Weather	—	—	—
Rain	—	—	—

Highest open-air Temperature on 16th 88  
Lowest open-air Temperature on 16th 79

**EARLY MORNING FATIGUE.**

When you awake in the morning feeling tired out, feeling worse, in fact, than when you went to bed, you are confronted with one of the characteristic symptoms of neurasthenia. It is due to the run-down condition of your nerves that rest does not bring renewed strength and sleep refresh the tired brain. Overwork and worry are the most frequent causes of this condition. Neurasthenia is the name given to this common form of nervous debility in which the power to recuperate is gone.

Your blood can be built up so that it will increase the supply of needed elements to the wasted nerves, and this is the only way that the nerves can be reached. Dr. Williams' pink pills are a tonic that especially builds up the nerves because they supply to the blood the elements that the nerves need. Many nervous disorders, sometimes chronic ones, have yielded to this tonic treatment with Dr. Williams' pink pills when other methods failed to give relief. They are certainly worth a trial.

You can begin to-day, for Dr. Williams' pink pills for pale people are sold by most dealers, and are also obtainable post free, bottle \$1.50, 6 bottles \$8, from Dr. Williams' Medicine Co., 88, Seachuen Road, Shanghai.

**KEATING'S**

**NORM TABLETS**

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILING

From Hongkong 28th July. Connecting with "GUJARAT" From Colombo 17th Aug.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILING

From Hongkong - S.S. "SALAMIS" ... 16th August.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,  
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## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

## JAPAN, CHINA AND STRAITS

to

## UNITED KINGDOM AND CONTINENT.

For: Steamer Sails.

LONDON & SWANSEA - "CITY OF BOMBAY" ... On 19th July.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.  
Subject to change without notice.  
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THE BANK LINE, LTD.,

OR TO ERSS & Co., CANTON.

Hongkong 11th April, 1916.

GENERAL AGENTS

104

C. N. C.  
CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION

FOR MANILA, CEBU and ILOILO ... "CHINHUA" ... On 19th July, 4 P.M.  
SHANGHAI ... "CHENAN" ... On 18th July, 4 P.M.  
SHANGHAI ... "HINKIANG" ... On 20th July, 4 P.M.  
HAIKOW, PAKHOI and HAIPHONG ... "SUNGKIANG" ... On 21st July, 10 A.M.  
TIENTSIN ... "KUMCHOW" ... On 25th July, 4 P.M.

## DIRECT SAILINGS TOWEST RIVER, Twice Weekly.

S.S. "LIVAN" and S.S. "SANUI"  
MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA", "TAMING" and "TEAN". Excellent Saloon accommodation, Ample Electric Fans fitted; Extra state-rooms on Deck, aft, on "TAMING" and "TEAN".  
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S.S. "ANBU", "CHENAN", "LUCHOW", "YINGCHOW", "SHANTUNG" and "BINKIANG", with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
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Hongkong, 18th July, 1916.

## DOUGLAS STEAMSHIP CO., LTD.

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REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

## FOR

SWATOW, AMOY AND FOOCHEW  
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Occupying at 9 to 10 Days

STEAMSHIP	CAPTAIN	LEAVING
"HAIPHONG"	Capt. J. W. Evans	TUESDAY, 18th July, at 2 P.M.
"HAIPHONG"	Capt. W. C. Peasmore	FRIDAY, 21st July, at 2 P.M.
"HAIPHONG"	Capt. J. S. Thomson	TUESDAY, 25th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 17th July, 1916.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD

S.S. "BANTHIA" 5,193 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 24th July.

## WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 10th July, 1916.

AGENTS

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## P. &amp; O. S. N. CO.

## ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT

TO

## MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at MARSEILLES	Due at LONDON
to	from	Str. from COLOMBO	1916	1916
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MALTA	Sep. 8	*KASHGAR	Oct. 8	Oct. 16
NAMUR	Sep. 22	Through Steamer	Oct. 22	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 6	Nov. 14
NOVARA	Oct. 20	MOHRA	Nov. 20	Nov. 26

\* Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamers from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

## SAILINGS DIRECT TO

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.

LEAVE HONGKONG ABOUT

STEAMER	LEAVE HONGKONG	LEAVE HONGKONG	LEAVE HONGKONG	LEAVE HONGKONG
	about	about	about	about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 26

Passengers may travel by Railway in Japan between Ports of Call free of charge.  
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,  
INTERMEDIATE (Non-Transshipment) STEAMERS  
WILL LEAVE DIRECT FOR  
MARSEILLES AND LONDON,  
Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO  
AND PORT SAID.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Leave Hongkong	Leave Hongkong	Leave Hongkong	Leave Hongkong
	about	about	about	about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 26

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fans free of charge and each Berth Furnished with an Electric Reading Lamp.  
Passenger Tickets interchangeable with the British India Co.  
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Lines.  
Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.  
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to  
R. V. D. PARK,  
Acting Superintendent.

NIPPON YUSEN KAISHA.  
THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATION	STEAMER	Tons	Sailings Dates
AND DISPLACEMENT			
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENERIFE	MISHIMA MARU Capt. S. Nishimura	18,000	THURSDAY, 20th July, at Noon
	SUWA MARU Capt. T. Sekine	21,000	THURSDAY, 2nd Aug., at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	SHIDZUKA MARU Capt. N. Ma	12,500	WEDNESDAY, 19th July, at 4 P.M.
	KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 8th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BAMBANG, THURSDAY ISLAND, TOWNSVILLE & BRISBANE	AKI MARU Capt. K. Yabikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
	TANGO MARU Capt. S. Takano	13,500	TUESDAY, 12th Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and KANGAROO	COLOMBO MARU Capt. Nomura	5,000	SUNDAY, 30th July
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Katsuyoshi	4,000	SAURDAY, 22nd July
SHANGHAI, KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	5,000	MONDAY, 31st July
SHANGHAI, MOJI and KOBE	RANGOON MARU Capt. Hori	11,500	THURSDAY, 20th July
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano	13,500	SATURDAY, 12th Aug., at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	IYO MARU Capt. K. Syoda	12,500	SUNDAY, 30th July, at 10 A.M.

EASTBOUND NEW YORK LINE  
VIA PANAMA CANAL.

(CARGO ONLY).

NEW YORK VIA SHANGHAI, KOBE, YOKKAICHI, YOKOHAMA, SAN FRANCISCO, PANAMA and COLON.

\* Wireless Telegraphy.  
For Further Information apply to—

NIPPON YUSEN KAISHA,  
B. MORI, MANAGER.

TELEPHONE Nos. 92 and 293

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

## VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Tons and Speed	Leave Hongkong
* KWANTO MARU	6,000 — 12 knots	...
TENYO MARU	22,000—21 knots	FRI., 21st July Noon.
* NIPPON MARU	11,000 — 15 knots	THURS, 3rd Aug. 10.30 A.M.
SHINYO MARU	22,000—21 knots	TUES, 15th Aug Noon.
* ANYO MARU	18,500 — 15 knots	TUES, 13th Sept. Noon.
* PERSIA MARU	9,000 — 14 knots	THURS, 21st Sept. 10.30 A.M.

† Via MANILA. Omitting Shanghai

\* Cargo only.

† Proceeding to South American Ports.

§ Omitting Manila, Shanghai and Honolulu

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.  
" " " NEW YORK £60. " " " £96.10.  
" " " SAN FRANCISCO £45. " " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.  
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.  
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

## SOUTH AMERICA LINE.

For JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, BALBA, CRUZ, BALBOA, CALLAO, ARICA, IQUIQUE and VALPARAISO.

TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU ... 15,500 — 15 knots ... TUESDAY, 12th Sept.  
For Full Particulars as to Passage and Freight, apply to—

K. DOI, AGENT,  
King's Building (212)

TELEPHONE 391.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

POSTNIGHTLY SERVICE TO AND FROM JAPAN

VIA SHANGHAI.

POSTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

## OUTWARD

For SHANGHAI, KOBE and YOKOHAMA ... ATHOS ... On or about 28th July.

## HOMeward

MARSEILLES VIA HAIPHONG, TOURANE and SAIGON ... ATLANTIQUE ... On or about 23rd July.  
(Without Transshipment)

Subject to immediate alteration without notice.

## SPECIAL SUMMER RATES TO JAPAN.

1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co. for return journey.  
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.  
For further particulars apply to—

P. THOMAS, AGENT,  
QUEEN'S BUILDING.

TELEPHONE 740

O. S. K.  
OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

## AMERICAN LINE.

FOR VICTORIA, SEATTLE AND TACOMA,

VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI and YOKOHAMA.

"MEXICO MARU" ... FRIDAY, 26th July, at 3 P.M.

† Omitting Shanghai and Moji. \* Omitting Manila and Nagasaki.

## BOMBAY LINE.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.

"INDO MARU" ... SUNDAY, 30th July, at Noon.

## JAVA-LINE.

FOR MANILA, SANDAKAN, MACASSAR, SOUBAHAYA, SAMARANG, BATAVIA AND SINGAPORE.

## FORMOSAN LINE.

FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.

"ROSHU MARU" ... WEDNESDAY, 19th July, at 9 A.M.  
"KALJO MARU" ... SUNDAY, 27th July, at Noon.

† Proceeding to Amoy and Takao.  
‡ Proceeding to Tamsui via Swatow and Amoy.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.

For FURTHER INFORMATION, apply to—

H. YAMAUCHI,  
MANAGER,  
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	...	...
ST. ALBANS	...	...
EASTERN	...	...

All Steamers fitted with wireless telegraph.  
The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provision, etc., and are lighted throughout with Electricity.  
All State-rooms have Electric Fans. A fully qualified Doctor and Stewards are carried.  
For further particulars, apply to—

GIBB, LIVINGSTON & CO.,  
AGENTS

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## POST OFFICE NOTICE.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Correspondence addressed to enemy subjects in China, Siam, Liberia, Portuguese East Africa, Persia and Morocco cannot be transmitted.

## OUTWARD MAILS.

FOR	PER	DATE
Amoy, SHANGHAI, NORTH CHINA, & JAPAN via Mou	Hanani ...	Tuesday, 18th, 9.00 A.M.
(EUROPE via SIBERIA)	Somali ...	Tuesday, 18th, 10.15 A.M.
Shanghai, P.O. Saturday, 22nd July		Letters ... 11.00 A.M.
Swatow, Amoy and Foochow	Hai Hong ...	Tuesday, 18th, 1.30 P.M.
Shanghai and North China	Kwanglo ...	Tuesday, 18th, 2.00 P.M.
Philippine Islands	Chinhu ...	Tuesday, 18th, 3.00 P.M.
SHANGHAI AND NORTH CHINA (EUROPE via SIBERIA)	Chenau ...	Tuesday, 18th, 3.15 P.M.
(Shanghai, P.O. Saturday, 22nd July)		Letters ... 3.30 P.M.
Swatow, Amoy, & Formosa via Tokyo	Sooka Maru ...	Wednesday, 19th, 3.00 A.M.
Philippine Islands, Australia, Canada, New Zealand, via Port Darwin, New Guinea via Thursday Island	Changsha ...	Wednesday, 19th, 10.15 A.M.
Straits and India via Calcutta	Yanming ...	Wednesday, 19th, 2.00 P.M.
Formosa via Keding, Shanghai, North China, Japan via "Doji," Victoria, B.C., and Seattle (Vase)	Shidzuoka Maru ...	Wednesday, 19th, 2.15 P.M.
(EUROPE via SIBERIA)		Letters ... 3.00 P.M.
Shanghai, P.O. Monday, 24th July		
Hokkaido & Japan	Taiwan ...	Wednesday, 19th, 5.00 P.M.
Straits, Ceylon and India via Bombay	Ashi Maru ...	Wednesday, 19th, 5.00 P.M.
Straits, Ceylon, Durban, Cape Town and London	Mishima Maru ...	Thursday, 20th, 11.00 A.M.
Japan via Mouji	Hokuto Maru ...	Thursday, 20th, 11.00 A.M.
Batavia, Java, Sumatra, Ceylon, Togoland Port Moresby (via Batavia)	Yamashiro ...	Thursday, 20th, 11.00 A.M.
Hokkaido & Japan	Hongkong ...	Thursday, 20th, 11.00 A.M.
Shanghai and North China	Sinkiang ...	Thursday, 20th, 11.00 A.M.
(EUROPE via SIBERIA)		Letters ... 3.00 P.M.
Shanghai, P.O. Monday, 24th July		
SHANGHAI, NORTH CHINA, JAPAN via Nagasaki, Honolulu, & Canada	Sungkiang ...	Friday, 21st, 2.15 P.M.
*UNITED STATES, and SOUTH AMERICA via SAN FRANCISCO	Yenyo Maru ...	Friday, 21st, 10.15 A.M.
Swatow, Amoy, and Foochow		Letters ... 11.00 A.M.
Australia, Tasmania, New Zealand and New Guinea, via Thursday Island	Hai Hong ...	Friday, 21st, 1.30 P.M.
Swatow, Amoy, and Tamsui	Eastern ...	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy, and Foochow	Kaijo Maru ...	Sunday, 23rd, 9.00 A.M.
Tientsin	Hakien ...	Tuesday, 25th, 1.30 P.M.
SHANGHAI, NORTH CHINA, JAPAN via Nagasaki, Victoria, Vancouver, UNITED STATES, SOUTH AMERICA, and UNITED KINGDOM via CANADA	Empress of Japan ...	Wednesday, 26th, 9.45 A.M.
(Shanghai, P.O. Saturday, 22nd July)		Letters ... 10.30 A.M.
STRAITS, BURMA, OCEANIA, AUSTRALIA, WESTERN AUSTRALIA, INDIA, ADEL, EGYPT and EUROPE	Nankai ...	Friday, 28th, 10.15 A.M.
The Parcel Mail will be closed on Thursday, 27th July, at 5 P.M.		Letters ... 11.00 A.M.
Formosa via Keding, Japan via Mouji, Victoria, and Tacoma	Messico Maru ...	Friday, 28th, 1.30 P.M.

\* Super-scribed correspondence only.

## LOCAL AND REGULAR MAILS OUTWARDS.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Canton (Train) ...	11.30 A.M.	9.00 A.M.
Tai O ...	8.30 A.M.	
Tai Po ...	10.00 A.M.	9.00 A.M.
Chung Chow ...	4.00 P.M.	
Shanghai, Canton, and Sheungshui	2.00 P.M.	
Aberdeen, Aukau, Ping Shan, Sai Kung	4.00 P.M.	
Santa, Stanley	4.30 P.M.	
Canton, Wuchow and Samshui	7.30 A.M. Regis. 5.00 P.M. Letters 6.00 P.M.	5.00 P.M.
Macao	7.15 A.M. 1.30 P.M.	8.15 A.M.
Kowloon	6.00 P.M.	6.00 P.M.
Nantau and Samsoi	6.00 P.M.	5.00 P.M.
Shamshui	10.00 A.M. 4.00 P.M.	9.00 A.M.

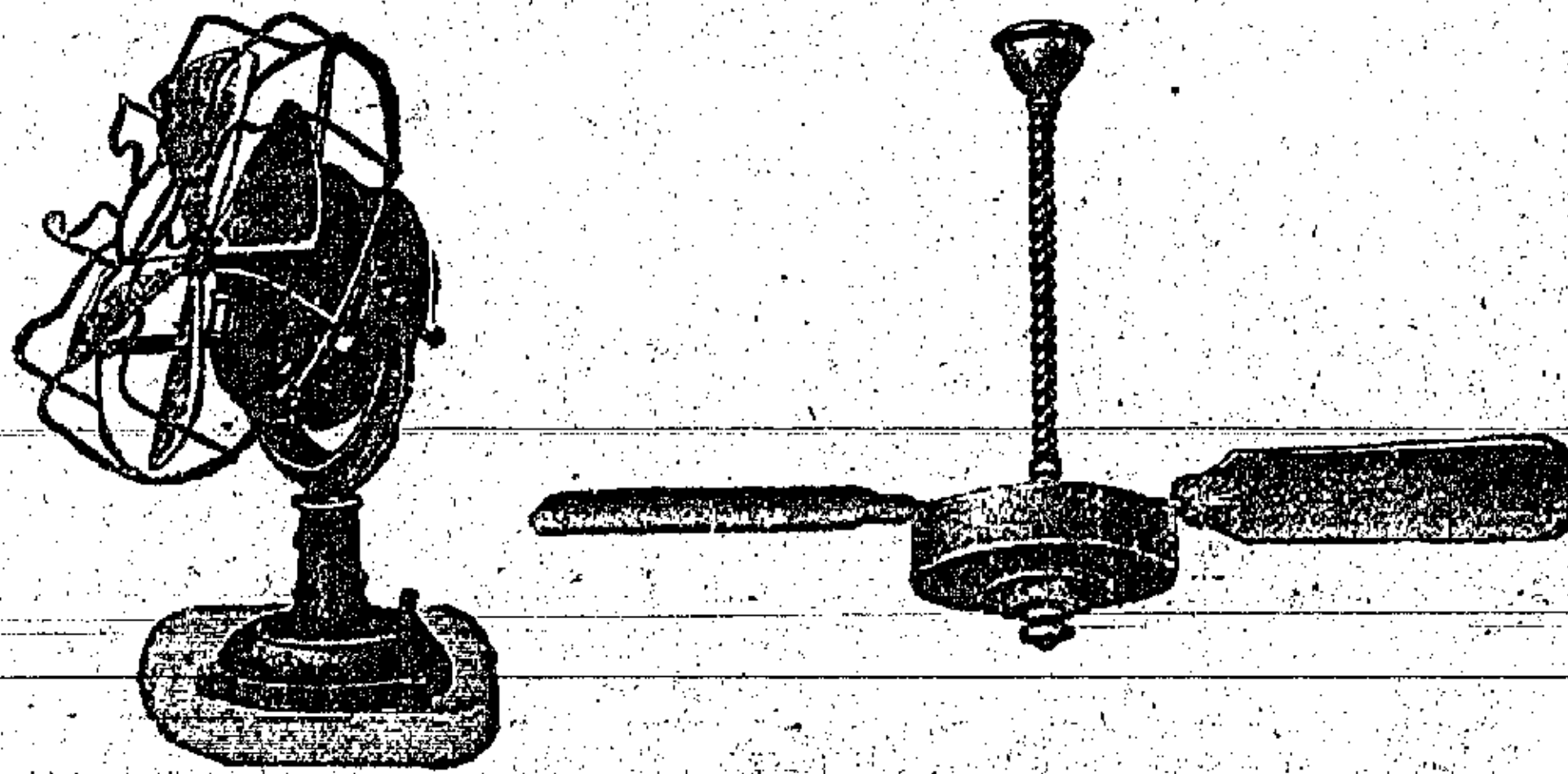
From Sheungwan Western Branch, P.O.

FOR	ON WEEK-DAYS	ON SUNDAYS & HOLIDAYS
Macao ...	7.30 A.M. 1.30 P.M.	8.30 A.M.
Canton ...	7.30 A.M. 1.30 P.M.	9.30 P.M.
Tai Ping Tung ...	7.00 A.M.	7.00 A.M.
Shek Ki ...	8.30 P.M.	9.30 P.M.
Kowloon ...	8.15 P.M.	8.15 P.M.
Kinshuk ...	8.00 P.M.	6.00 P.M.
Kankong ...	8.00 P.M.	5.00 P.M.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

KEEP COOL.  
ELECTRIC FANS.

ALL TYPES AND SIZES IN STOCK.  
CEILING, BRACKET AND TABLE FANS.



Assure health and comfort in your home and Office by installing electric fans.  
You are invited to visit our Show-Room, 14, Des Vœux Road Central.

**W.M. C. JACK & CO., LTD.,**  
ELECTRICAL AND MECHANICAL ENGINEERS,  
14, DES VŒUX ROAD, HONGKONG.

## COMMERCIAL.

## CLOSING QUOTATIONS.

July 17th	
On LONDON	
Telegraphic Transfer	2 1/2
Bank Bill, on demand	2 1/2
Bank Bill, at 30 days sight	2 1/2
Bank Bill, at 4 months sight	2 1/2
Credit, at 4 months sight	2 1/2
Documentary Bill, at 4 months sight	2 1/2
On PARIS	
Bank Bill, on demand	265
Credit, at 4 months sight	297
On NEW YORK	
Bank Bill, on demand	493
Credit, at 60 days sight	493
On BOMBAY	
Telegraphic Transfer	151 1/2
Bank Bill, on demand	151 1/2
On CALCUTTA	
Telegraphic Transfer	151 1/2
Bank Bill, on demand	151 1/2
On SHANGHAI	
Bank Bill, at sight	72
Credit, 30 days sight	72
On KANTON	
Bank Bill, on demand	96 1/2
Credit, at 60 days sight	96 1/2
On HONGKONG	
Bank Bill, on demand	65 1/2
Credit, at 60 days sight	65 1/2
On HANKOW	
Bank Bill, on demand	41 1/2
Credit, at 60 days sight	41 1/2
On TIENTSIN	
Bank Bill, on demand	75 1/2
Credit, at 60 days sight	75 1/2
On BEIJING	
Bank Bill, on demand	75 1/2
Credit, at 60 days sight	75 1/2
On SINGAPORE	
Bank Bill, on demand	52 1/2
Credit, at 60 days sight	52 1/2
On MANILA	
Bank Bill, on demand	29 1/2
Credit, at 60 days sight	29 1/2

## SUBSIDIARY COINS.

	per cent.
Hongkong 20 notes piece	\$ 1.40 discount.
Hongkong 100	\$ 1.50
Canton 20	\$ 1.45
Canton 10	\$ 1.45

## SHARE LIST—QUOTATIONS.

HONGKONG, 17th JULY, 1916.

Stocks.	No. of Shares.	Value.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS—					
Hongkong and Shanghai Banking Corporation	120,000	\$125	all	\$76 1/2, buyers	6 p.c.
China Bank Company, Limited	60,000	\$12	all	\$6 1/2	
China Light and Power Company, Limited	50,000	\$6	all	\$4 1/2, buyers	8 p.c.
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, buyers	7 p.c.
COTTON MILLS—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	T. 155	
Kung Yik Cotton S. & W. Company, Ltd.	100,000	Tls. 10	all	T. 19, sales	5 1/2 p.c.
Shanghai Cotton Manufacturing Co., Ltd.	400,000	Tls. 50	all	T. 91	
Yangtze Cotton Mill, Limited	2,000	Tls. 5	all	Tls. 6	
Dairy Farm Company, Limited	4,000	\$18	85	\$35, buyers	3 1/2 p.c.
DOCKS AND WHARVES—					
H'Kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$8 1/2, sales	4 1/2 p.c.
H'Kong and Whampoa Dock Co., Ltd.	40,000	\$50	all	\$12 1/2, buyers	3 1/2 p.c.
SHIP DOCK AND ENGINEERING CO., LTD.—					
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	T. 80	
New Engineering & S. B. Works, Ltd.	150,000	Tls. 5	all	Tls. 9 1/2	
Shanghai and Hongkong Wharf Co., Ltd.	38,000	Tls. 100	all	Tls. 82	
Green Island Cement Company, Limited	400,000	\$10	all	\$9 1/2, buyers	6 1/2 p.c.
HONGKONG ELECTRIC COMPANY, LIMITED	60,000	\$10	all	\$47 1/2	4 1/2 p.c.
HONGKONG HOTEL COMPANY, LIMITED	20,000	\$50	all	\$11 1/2, buyers	4 1/2 p.c.
HONGKONG ICE COMPANY, LIMITED	5,000	\$25	all	\$160	6 p.c.
HONGKONG ROPE MANUFACTURING CO., LTD.	60,000	\$10	all	\$33	4 1/2 p.c.
HONGKONG TRAMWAY COMPANY, LIMITED	325,000	\$10	all	\$8 85, buyers	5 1/2 p.c.
INSURANCES—					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$195	5 1/2 p.c.
China Fire Insurance Co., Limited	20,000	\$20	\$2	\$153	5 1/2 p.c.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$370, sales	5 1/2 p.c.
North China Insurance Co., Limited	10,000	\$25	\$5	Tls. 152	5 1/2 p.c.
Union Insurance Society, Limited	16,000	\$250	\$50	\$315	5 1/2 p.c.
Yangtze Insurance Association, Limited	12,000	\$100	\$20	\$363, @ Ex 75	6 1/2 p.c.
LANDS AND BUILDINGS—					
H'Kong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$104, sales	6 1/2 p.c.
Hongkong Central Estate, Limited	10,000	\$100	all	\$97, sales	7 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	10,000	\$100	all	\$75	6 p.c.
Humphreys Estate and Finance Co., Ltd.	1,000	\$10	all	\$6.60	
Kowloon Land and Building Co., Ltd.	6,000	\$10	all	\$30	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 95	
West Point Building Co., Limited	12,500	\$10	all	\$80, sales	
Maatschappij tot Exploitatie van Langkat...	250,000	Gld. 10	all	T. 1	
MINING—					
Ural Caspian Oil Corp., Limited	1,000,000	\$1	all	32 1/2	
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	28 1/2	
Rub Australian Gold Mining Co., Ltd.	200,000	\$1	all	32 1/2	
Trench Mines, Limited	150,000	\$10	all	\$9.00, buyers	7 p.c.
Park Tramway Company, Limited	25,000	\$10	all	\$10 1/2	
REFINERIES—					
China Sugar Refining Company, Ltd.	20,000	\$100	all	\$118, sales	5 p.c.
Malayan Sugar Refining Company, Ltd.	7,000	\$100	all	\$35, buyers	4 1/2 p.c.
STEAMSHIP COMPANIES—					
Douglas Steamship Company, Limited	20,000	\$50	all	\$136 1/2, buyers	
H'Kong, Canton & Macao S. B. Co. Ltd.	80,000	\$15	all	\$32, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000	\$1	all	pref. \$47 1/2, buyers	7 1/2 p.c.
Shell Transport and Trading Co., Ltd.	4,282,902	\$1	all	\$102 1/2	4 1/2 p.c.
Star Ferry Company, Limited	40,000	\$1	all	\$32 1/2	
South China Morning Post, Limited	20,000	\$25	all	\$39	
Steam Laundry Company, Limited	20,000	\$1	all	\$35, x div.	7 p.c.
STROBES AND DISPENSARIES—					
Powell, Wm., Limited	21,000	\$7	all	\$39	9 p.c.
Watson & Co., A. S., Limited	50,000	\$10	all	\$67	6 p.c.
Union Waterboat Company, Limited	50,000	\$10	all	\$14, buyers	

Loans.	Amount.	Value.	Interest.	Quotations
Chinese Imperial 1886	Tls. 757,200	Tls. 250	7 1/2 p. annum	Per.

**VERNON & SMYTH, Share Brokers.**

## BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

## “HONGKONG WEEKLY PRESS”

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

24 PAGES! 24 PAGES!! 24 PAGES!!!

## REFINEMENT.

When a Cigar Smoker sees a box of “GOLOFINA” he is impressed by their appearance of refinement.

And when he Smokes “GOLOFINA” his impression is confirmed, for the delicate aroma, the soft, luscious flavour are refinement itself.

“GOLOFINA” constitutes his idea of a really good Cigar—and it is the right idea, for refinement in a Cigar means perfection of quality in Tobacco and Workmanship.

Refinement is the key-note of “GOLOFINA” Cigars.

A SHIPMENT HAS JUST ARRIVED.

“BOUQUETS” “PERFECTOS”

Each box of 25 Cigars is Wrapped in thick lead foil.

SOLD BY ALL THE LEADING TOBACCONISTS.

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## BANKS

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	\$15,000,000
Reserve Funds—	
Sinking	\$1,500,000, at 2 1/2%—\$15,000,000
Silver	\$15,000,000

Reserve Liability of Proprietors	\$15,000,000
----------------------------------	--------------

COURT OF DIRECTORS:  
W. L. PATTERSON, Esq.—Chairman.  
S. H. DONWELL, Esq.—Deputy Chairman.  
G. T. M. ELLIS, Esq. | Hon. Mr. D. Landale.  
O. S. GIBBY, Esq. | I. A. FLEMMING, Esq.  
Hon. Mr. P. H. HAYES, Esq. | Hon. Mr. E. SHILLIN.

CHIEF MANAGER:  
Hongkong—N. J. STARR, Esq.  
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG INTEREST ALLOWED  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS:  
for 3 months, 2 1/2 per cent. per annum.  
for 6 months, 3 per cent. per annum.  
for 12 months, 3 1/2 per cent. per annum.

S. J. STARR,  
Chief Manager.  
Hongkong, 21st February, 1916.

THE BANK OF CHINA.  
GOVERNMENT BANK.

(SPECIALLY AUTHORIZED BY PRESIDENTIAL  
MANDATE OF 15th APRIL, 1912.)

Authorized Capital ... \$50,000,000  
Paid-up Capital ... \$10,000,000

HEAD OFFICE—PEKING.

BRANCHES AND SUB-BRANCHES:  
SHANGHAI, NANKING, CHINESE, YANCHOW,  
Tientsin, Wuhu, Anshing, Tientsin, Tientsin,  
Tientsin, Soochow, HANKOW, Shanghai,  
Tientsin, Nanking, Tientsin, Peking,  
Tientsin, Lanchow, Tientsin, Tientsin,  
Tientsin, HANKOW, Wuchow, Shanghai,  
Tientsin, Lanchow, HANKOW, Ningpo,  
KIAOCHOW, Chefoo, Shantung, Lohu,  
Chowkeu, Tientsin, Chongtun, Tientsin,  
Tientsin, Lanchow, Tientsin, Tientsin,  
Tientsin, Chefoo, Tientsin, Tientsin,  
Yanchow, FOOCHOW, CHANGCHOW,  
Kiaochow, Moukden, Nanchow, Dairen,  
Harbin, Tientsin, Tientsin, Chongchow,  
Antung, CANTON, KOWLOON, PEKING,  
Kushu, Suifu, etc., etc.

CANTON BRANCH  
Interest allowed on current accounts and  
Fixed Deposits. Terms on application. Every  
description of Banking business transacted;  
loans granted on approved securities. Special  
facilities for Home Exchange.

Hongkong, 15th October, 1914. [560]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000  
Reserve Fund ... \$1,800,000  
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General  
Banking business transacted.

CURRENT ACCOUNTS opened and  
FIXED DEPOSITS received for 1 year or  
shorter periods at rates which will be quoted  
on application.

T. C. DOVING,  
Manager.  
Hongkong, 15th June, 1915. [182]

THE HONGKONG AND SHANGHAI  
BANKING CORPORATION.

The Business of the above Bank is con-  
ducted by the HONGKONG AND  
SHANGHAI BANKING CORPORATION.  
Rules may be obtained on application.

INTEREST on deposits is allowed on the  
Minimum Monthly Balances at 2 1/2 per cent.  
per annum.

Depositors may transfer at their option  
any sum of \$100 or more to the HONGKONG  
AND SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
N. J. STARR,  
Chief Manager.

Hongkong, 2nd November, 1914. [110]

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London Office 121, Fleet Street E.C.

## BANKS

THE BANK OF TAIWAN, LIMITED.  
(TAIWAN GINHO).

INCORPORATED BY SPECIAL IMPERIAL  
CHARTER, 1899.

Capital Subscribed ... Yen 20,000,000  
Capital Paid-Up ... 12,500,000  
Reserve Funds ... 4,680,800

HEAD OFFICE:  
TAIPEH, FORMOSA.

BRANCHES